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1988 Annual Report of the Regional Airline Association

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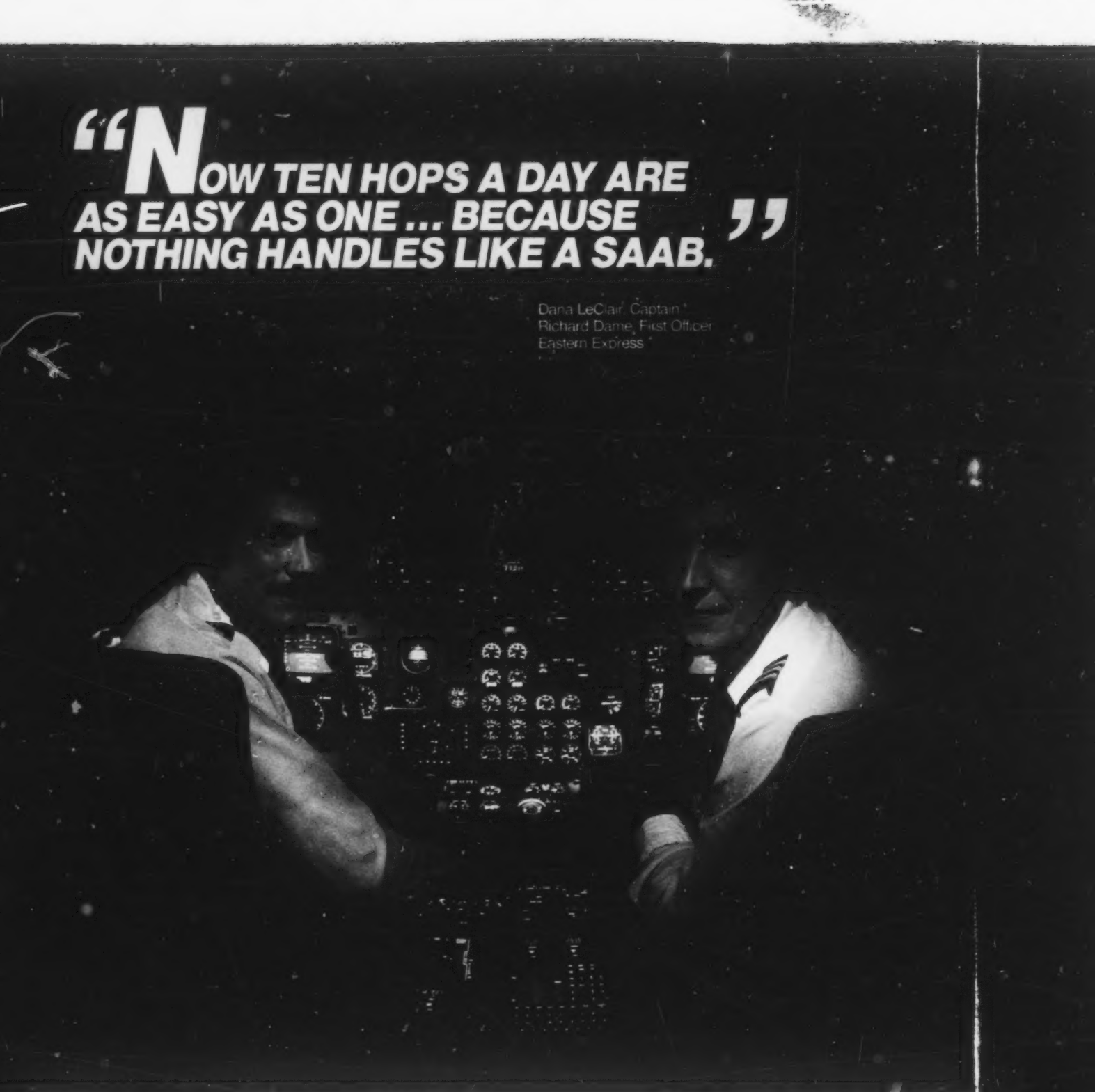

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1988 Annual Report

Regional Airline Industry

Contents

Year at a Glance	7
Industry Traffic Statistics	8
1987 Calendar Year	8
Traffic Statistics	9
Aircraft Fleet	9
Regional Airline Safety Statistics	10
Top 50 Regional Airlines in 1987	11
Regional Airline Codesharing Relationships	12
Airports Receiving Scheduled Service	13
Projections and Review	17
Projections	18
Number of Citypairs Flown with Turboprops	19
Average Daily Frequency Level 1987 Hub and Spoke Operations	19
Growth Forecasts 1988-1998 Passengers and RPM	19
Growth Forecasts 1988-1998 Aircraft Fleets	19
Regional Passenger Traffic, 1970-1987	20
Passenger Aircraft Operated, 1970-1987	20
Essential Air Service	21
Essential Air Service by Carrier	25
Essential Air Service Subsidies	25
Aircraft	29
Top Regional Passenger Aircraft, 1987	30
Aircraft in Regional Airline Passenger Service	31
Passenger Aircraft Utilization and Seating Capacity	31
Summary of Aircraft in Regional Use, 1987	32
All Cargo Aircraft	32
Percentage of Fleet by Seating Capacity and Engine Type	33
Aircraft Picture Directory	34
Aircraft Performance Directory	39
Airline Directory	49
Associate Member Directory	65
Services in North America	89
Essential Air Service	90
Passenger Service	108
Regulations and Agreements	119
Obtaining DOT Authority	120
FAA Safety Requirements	120
Industry Agreements	123
Advertising Index	128

The 1988 Annual Report of the Regional/Commuter Airline Industry is published by the Regional Airline Association, 1101 Connecticut Avenue, N.W., Washington, D.C. 20036, (202) 857-1170. RAA thanks all others who made the report possible. Copies of the Annual Report may be ordered at the following rates: Members: $15 each in U.S.A. and Canada; $20 each other countries. Non-members: $45 each in U.S.A., Canada and other countries. Special bulk rates for orders of five or more reports available upon request. Single orders are shipped via First Class Mail. Bulk orders are shipped via United Parcel Service or First Class Mail depending upon the destination.

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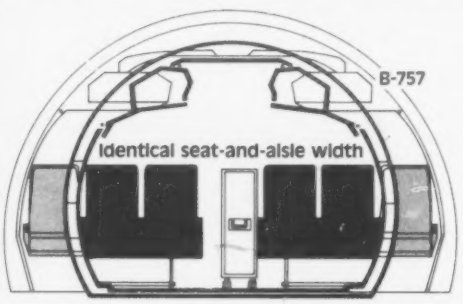

Flying faster than any turboprop in its class, the Fokker 50 is also designed for fast connections on the ground. The four-door concept permits easy and simultaneous passenger, luggage, food and cabin services as well as complete flexibility to change interior configurations. And only the Fokker 50 is built with the quality required to withstand the tough demands of high-frequency, hub-and-spoke operations.

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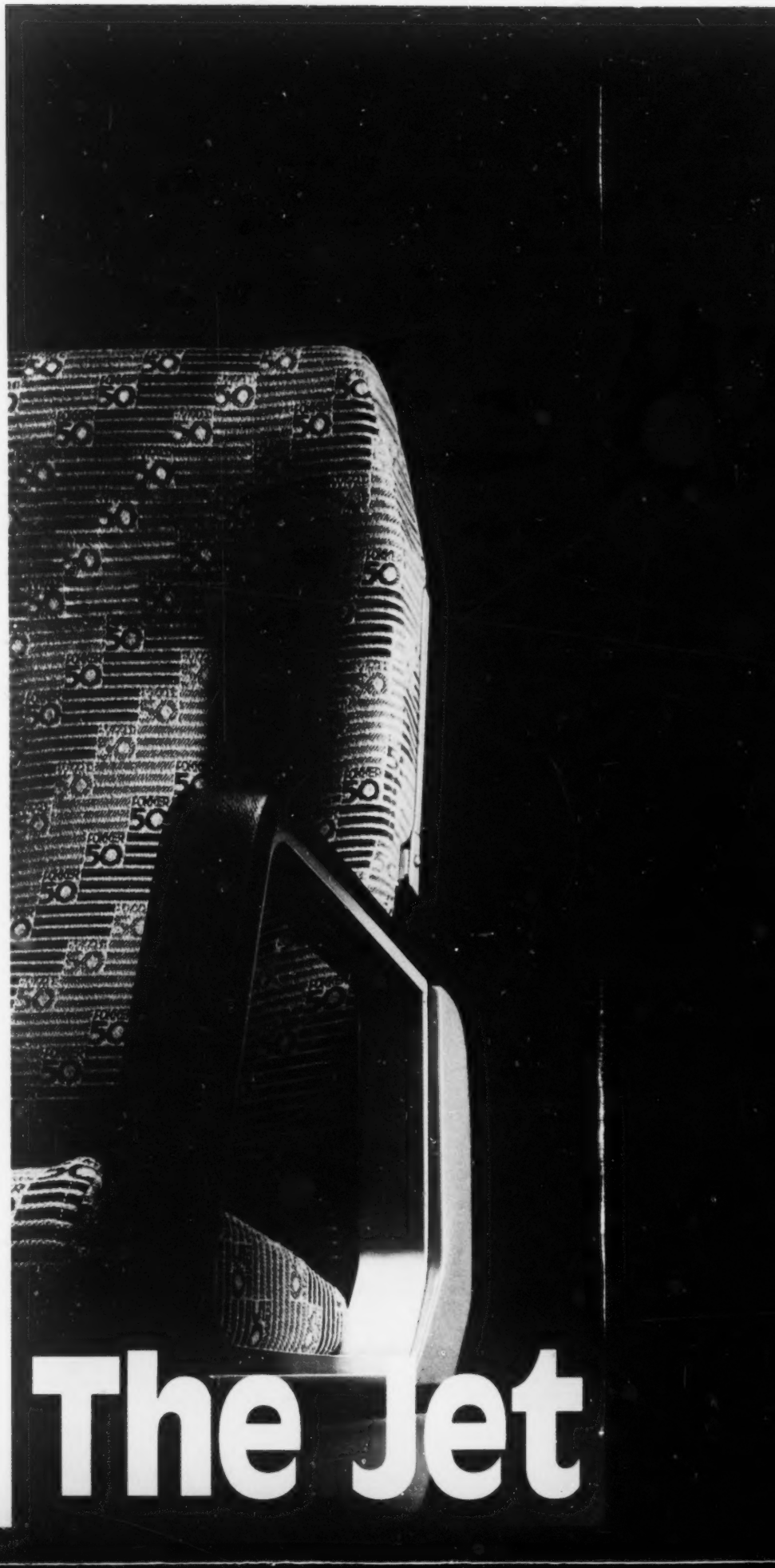

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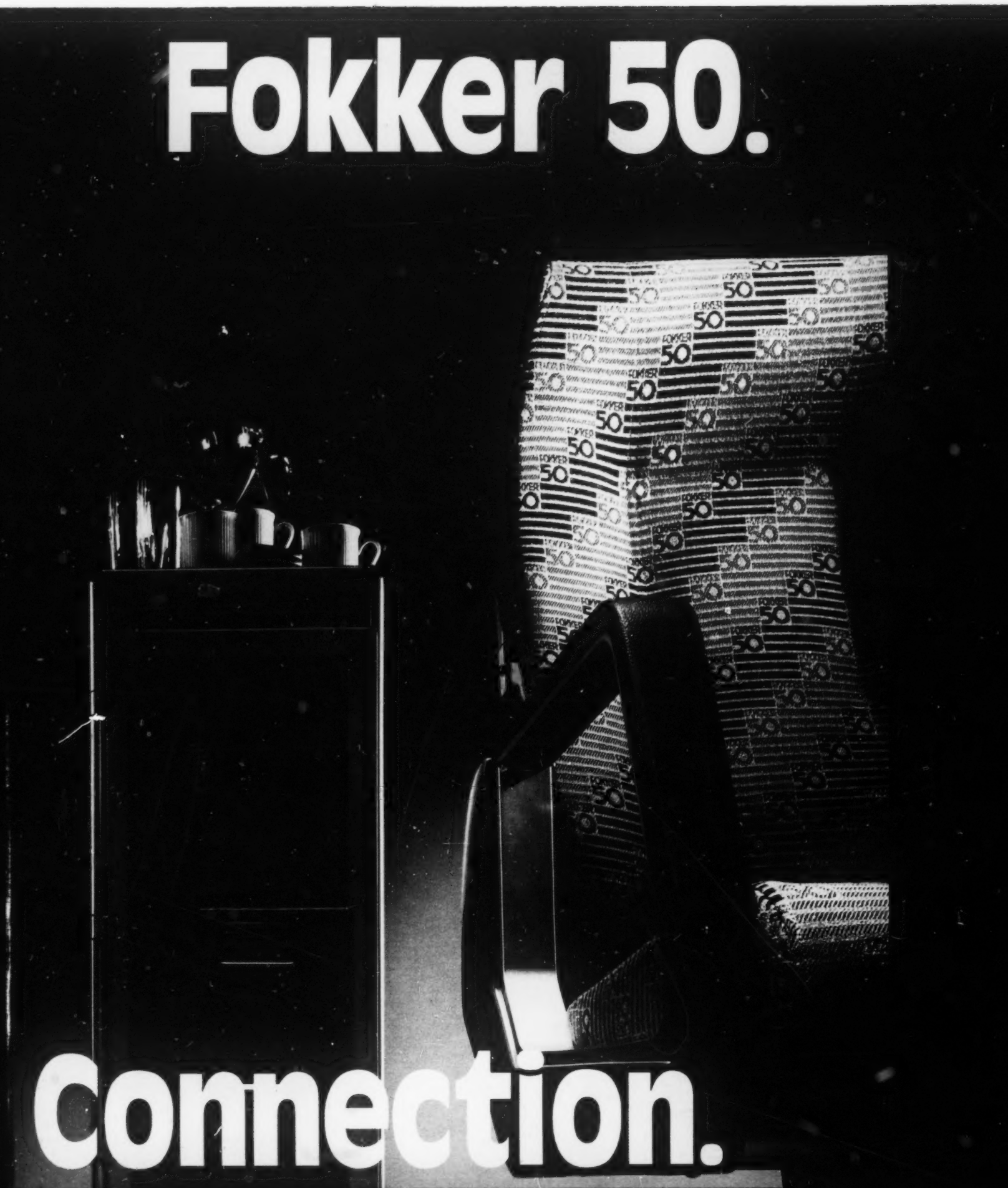
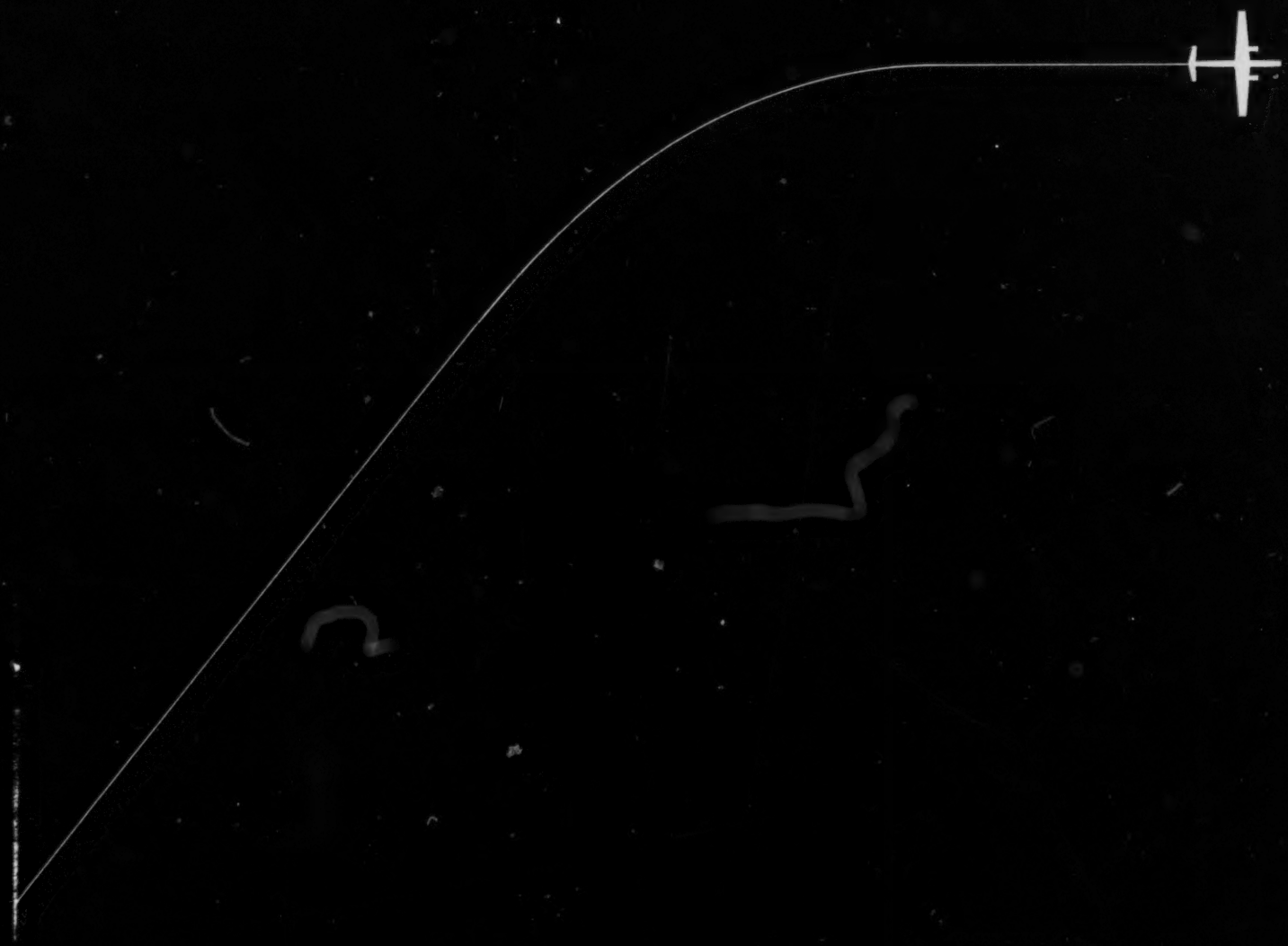


Connection.

1987 Year at a Glance



1987 Year at a Glance

The number of regional airlines offering scheduled passenger service declined to 169, reflecting the consolidation trend of the overall airline industry. However, the number of passengers carried by regionals grew 12 percent to 31.8 million passengers. Revenue passenger miles also increased to 5.0 billion in 1987 from 4.47 billion in 1986. The 50 largest regional airlines accounted for 92 percent of total industry enplanements and 94 percent of revenue passenger miles in 1987.

North American airports served by regional airlines increased to 834, with 561 U.S. airports depending exclusively on regionals for air service, compared with 559 in 1986. In total, regional airlines serve 95 percent of all communities receiving scheduled air transportation in the United States. By contrast, the major airlines served just 32 percent, or 284 points in 1987. There were 62 code sharing agreements between the regional and major airlines during 1987, with 43 of the top 50 regional airlines using the two letter designator code of a larger airline to list their flights.

Regional airlines operated 1,841 aircraft in 1987, a gain of two percent from the 1,806 aircraft in regional passenger service in 1986. Fleet flying hours for passenger aircraft totaled 2.94 million in 1987. Industry departures rose 3 percent to 3.2 million departures in 1987. There were also 330 aircraft that were used by regionals in all cargo service. Turboprop aircraft accounted for over 60 percent of the total industry fleet, with 1,156 utilized in passenger service and 145 utilized in all cargo service in 1987.

The composite of an "average" regional airline carried 187,700 passengers in 1987 and operated 11 aircraft. This compares with 158,400 passengers in 1986 and an average of 10 aircraft in service. Average seating capacity of regional airliners rose by 7 percent to 19.7 seats, reflecting the increase in the usage of larger aircraft in regional service. Annual departures per airline average 18,935 in 1987.

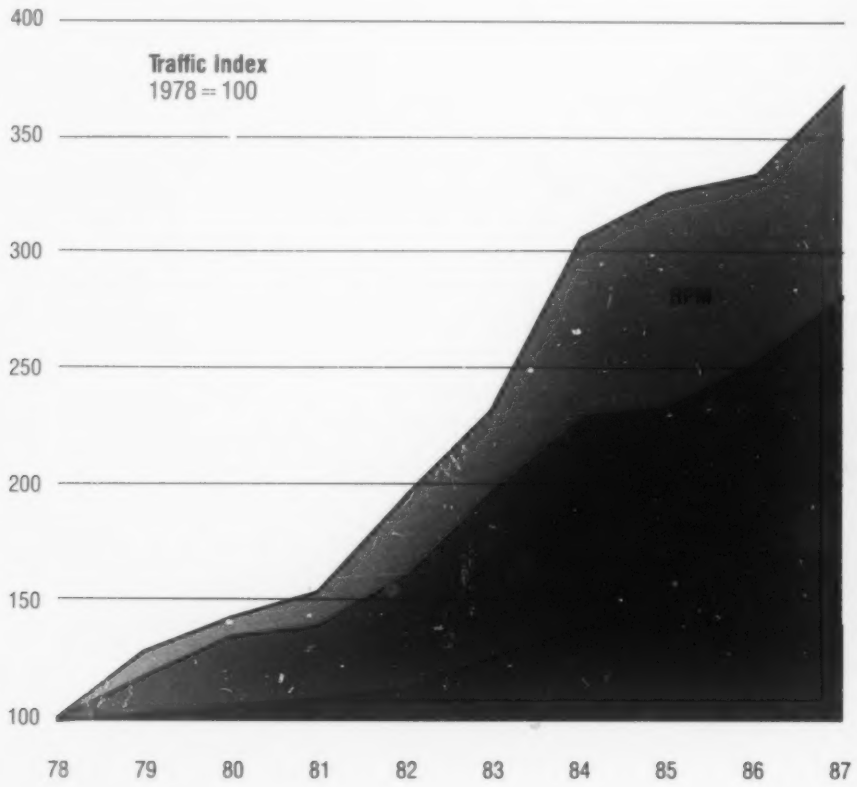
Industry Traffic Statistics
1987 Calendar Year

Passenger Operations	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	% Change
Carriers Operating	228	227	214	246	215	196	203	179	179	169	−6
Passengers Enplaned (millions)	11.3	14.0	14.8	15.4	18.6	21.8	26.1	26.0*	28.4	31.8	+12
Average Passengers Enplaned per Carrier	49,600	61,700	69,200	62,600	86,500	111,200	128,100	152,400	158,400	187,700	+18
Revenue Passenger Miles (billions)	1.28	1.72	1.92	2.09	2.61	3.24	4.17	4.41*	4.47	5.00	+12
Average RPM's per Carrier (millions)	5.97	7.58	8.97	8.50	12.14	16.53	20.46	24.64*	24.98	29.60	+18
Airports Served	681	746	732	766	817	854	853	854	824	834	+1
Average Trip Length (miles)	121	123	129	136	141	149	160	173	158	158	–
Aircraft Operated	1,047	1,265	1,339	1,463	1,573	1,545	1,747	1,745	1,806	1,841	+2
Average Seating Capacity (seats per Aircraft)	11.9	12.5	13.9	15.1	15.6	18.1	18.4	19.2	18.4	19.7	+7
Fleet Flying Hours (thousands)	1,131	1,390	1,740	1,994	2,160	2,415	2,764	2,854	2,929	2,942	–
Average Annual Utilization per Aircraft (hours)	1,080	1,193	1,299	1,363	1,373	1,563	1,582	1,635	1,622	1,598	−1

Notes: (1) *—Adjusted to exclude Empire Airlines traffic, merged into Piedmont during 1986, to provide meaningful year-over-year comparison.
(2) Data inclusive of carriers which may have operated during only part of calendar year 1987.

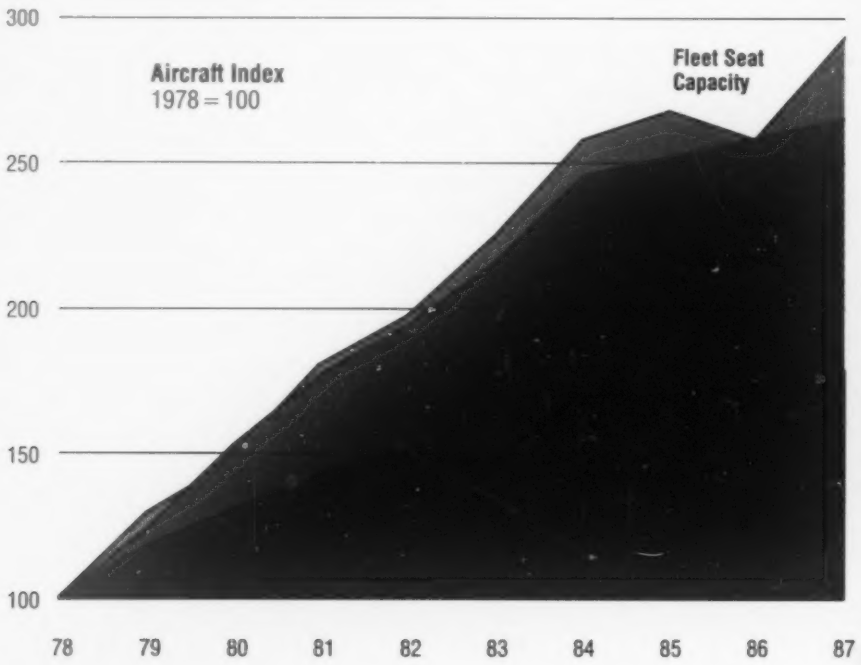
Source: Regional Airline Association Annual Survey—April, 1988

Traffic Statistics



Source: Regional Airline Association

Aircraft Fleet



Source: Regional Airline Association

Regional Airline Safety Statistics 1983–1987

Year	Total Accidents	Fatal Accidents	Departures (millions)	Total Accidents (Per 100,000 Departures)	Fatal Accidents (Per 100,000 Departures)
1983	19	3	2.87	0.66	0.11
1984	22	7	3.22	0.68	0.22
1985	21	7	3.08	0.68	0.23
1986	16	2	3.10	0.52	0.06
1987	36	11	3.20	1.12	0.34

Source: Derived from NTSB statistics
Note: These figures include both scheduled Part 135 and Part 121 operations.

Scheduled Part 121 Regional Airline Safety Statistics 1983–1987

Rates/100,000 Departures

Year	Total Accidents	Fatal Accidents
1983	0.19	0.19
1984	0.00	0.00
1985	0.00	0.00
1986	0.13	0.00
1987	0.27	0.00

Source: Derived from NTSB statistics

Scheduled Part 135 Safety Statistics 1976–1987

Rates/100,000 Departures

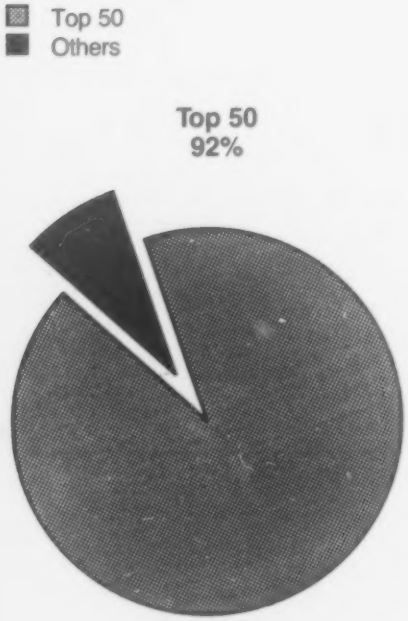
Year	Total Accidents	Fatal Accidents
1976	2.28	0.59
1977	2.53	0.52
1978	3.06	0.70
1979	2.76	0.80
1980	2.14	0.45
1981	1.69	0.49
1982	1.33	0.25
1983	0.77	0.09
1984	0.82	0.26
1985	0.82	0.27
1986	0.59	0.17
1987	1.39	0.45

Source: NTSB

The NTSB defines "commuter" as all scheduled passenger and cargo operations involving aircraft seating 30 passengers or less or having a payload capacity of 7,500 pounds or less, consistent with the regulatory definition of Part 135. This definition excludes all Part 121 regional operations involving aircraft seating 31–60 passengers from regional safety statistics.

1987 Year at a Glance

Top 50 Regional Airlines in 1987



Total passengers
31,787,539

The Top 100 Regional Airlines carried 99% of all Regional Airline passengers in 1987. The Top 50 alone accounted for 92% of the total.

1987 Rank	Carrier	Codes Shared (1987)	1987 Passengers	
1	Air Wisconsin	UA	2,160,078	
2	Metro Airlines 1/	AA/EA	2,138,558	
3	Atlantic Southeast Airlines	DL	1,456,019	
4	Horizon Air	AS (UA)	1,388,912	
5	Simmons Airlines	AA/NW	1,340,455	
6	Henson Aviation	PI	1,325,917	
7	Mid Pacific Airlines*	(CO)	1,045,373	
8	Air Midwest	EA/TW (AA)	1,029,979	
9	Express Airlines I	NW	941,841	
10	SkyWest Airlines	DL (WA)	917,912	
11	WestAir Airlines	UA	856,947	
12	Brockway Air 1/	PI/AL	849,273	
13	Comair	DL	828,734	
14	Bar Harbor Airways	EA	784,220	
15	Pan Am Express	PA	761,954	
16	Aspen Airways	UA	719,754	
17	Britt Airways	CO	703,913	
18	Pennsylvania Commuter Airlines	AL	690,618	
19	Business Express	DL	651,000	
20	Wings West Airlines	AA	643,718	
21	Provincetown-Boston Airways	CO/EA	617,450	
22	CCAir	PI	606,000	
23	Jetstream International	PI	573,473	
24	Rocky Mountain Airways	CO	565,676	
25	Suburban Airlines	AL	514,169	
26	Command Airways	AA	419,158	
27	Executive Air Charter	AA	398,786	
28	Chautauqua Airlines	AL	384,726	
29	Mesaba Airlines	NW	370,700	
30	AVAir*	AA	351,522	
31	Resort Air	TW	316,882	
32	Mesa Airlines		283,261	
33	Precision Airlines	EA	260,792	
34	Royale Airlines*	(CO)	240,549	
35	Pocono Airlines	AL	218,966	
36	Southern Jersey Airways	(AL)	176,767	
37	Scenic Airlines		174,634	
38	V. I. Seaplane Shuttle		161,500	
39	Emerald Air	(CO)	149,650	
40	ERA Aviation	AS	139,923	
41	Air Molokai		131,875	
42	Big Sky Transportation	NW	128,308	
43	Air New Orleans*	(CO)	126,362	
44	San Juan Airlines	UA	122,071	
45	Midstate Airlines	(ML)	121,966	
46	Vieques Air Link		119,709	
47	Chalks International Airline		112,668	
48	SouthCentral Air	UA	107,772	
49	Aero Virgin Islands		104,185	
50	Air Kentucky Airlines	AL	103,027	
	Total Enplanements—Top 50 Airlines		29,337,702	92%
	Total Industry Enplanements		31,787,539	
	Total Revenue Passenger Miles Top 50 Airlines (000's)		4,700,289	94%
	Total Industry Revenue Passenger Miles (000's)		5,002,912	

Note: Carriers indicated with an * have either ceased operations or filed for Chapter 11. Terminated code-sharing relationships are indicated with ( ).
1/ Metro and Brockway inclusive of all operating subsidiaries.

Source: Regional Airline Association and D.O.T. filings

Regional Airline Codesharing Partnerships as of 1 April 1988

Airline	Partner(s)	Hub(s)
Alaska Airlines	Bering Air	OME
	ERA Aviation	ANC
	Horizon Air Industries*	PDX/SEA
	LAB Flying Service	JNU
	Temsco Airlines	KTN
Aloha Airlines	Princeville Airways*	HNL
American Airlines	AVAir	RDU
	Chaparral Airlines	DFW
	Command Airways	BOS/NYC
	Executive Air Charter	SJU
	Metro Airlines	DFW
	Metroflight	DFW
	Nashville Eagle*	BNA
	Simmons Airlines	ORD
	Wings West Airlines	LAX/SFO
Braniff	Altus Airlines	DFW
	Capitol Air Service	MCI
	Midcontinent Airlines	MCI
Continental Airlines	Britt Airways*	CLE/IAH/ORD
	Provincetown-Boston Airlines*	BOS/EWR
	Rocky Mountain Airways*	DEN
	Southern Jersey Airways	EWR
Delta Air Lines	Atlantic Southeast Airlines	ATL/DFW
	Business Express	BOS/NYC
	Comair	CVB/ORL
	SkyWest Airlines	LAX/SLC
Eastern Air Lines	Air Midwest	MCI
	Atlantis Airlines	ATL
	Aviation Associates	SJU
	Bar Harbor Airlines*	BOS/MIA/NYC/PHL
	Eastern Metro Express	ATL
	Precision Airlines	BOS/NYC
	Provincetown-Boston Airlines	MIA
	Southern Jersey Airways	PHL
Markair	Hermens Air*	BET/KSM
Midway Airlines	Fischer Brothers Aviation*	MDW
	Iowa Airways	MDW
Northwest Airlines	Big Sky Transportation	BIL/GEG
	Express Airlines I	MEM/MSP
	Mesaba Aviation	MSP
	Simmons Airlines	DTW
Pan American	Pan Am Express*	JFK/PHL
Piedmont Aviation	Brockway Airlines	BOS/NYC/SYR
	CCAir	CLT
	Henson Aviation*	BWI/CLT/FLL/ORL
	Jetstream International*	BWI/DAY
Trans World Airlines	Air Midwest	STL
	Resort Air	STL
	Resort Commuter	LAX

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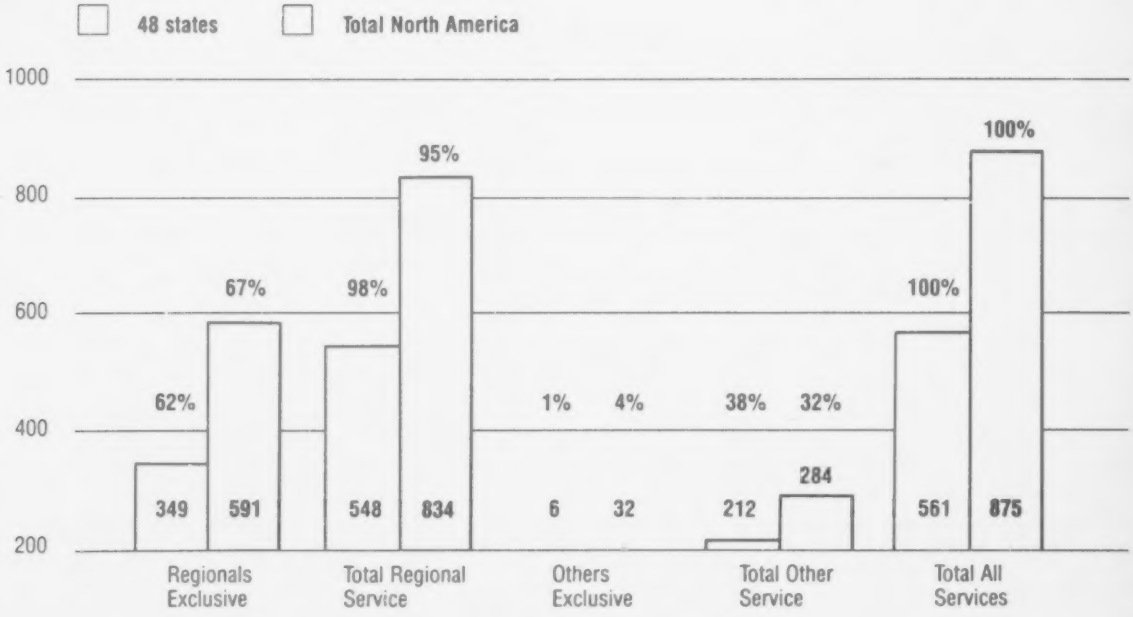
Airline	Partner(s)	Hub(s)
United Airlines	Air Wisconsin	ORD/IAD
	Aspen Airways	DEN
	Colgan Airways	IAD
	NPA	PDX/SEA
	San Juan Airlines	PDX/SEA
	SouthCentral Air	ANC
	WestAir Airlines	LAX/SFO
USAir	Air Kentucky	IND/SDF
	Chautauqua Airlines	ORL/PIT
	Crown Airways	PIT
	Pennsylvania Airlines*	PHL/PIT
	Pocono Airlines	PHL
	Suburban Airlines*	PHL/PIT

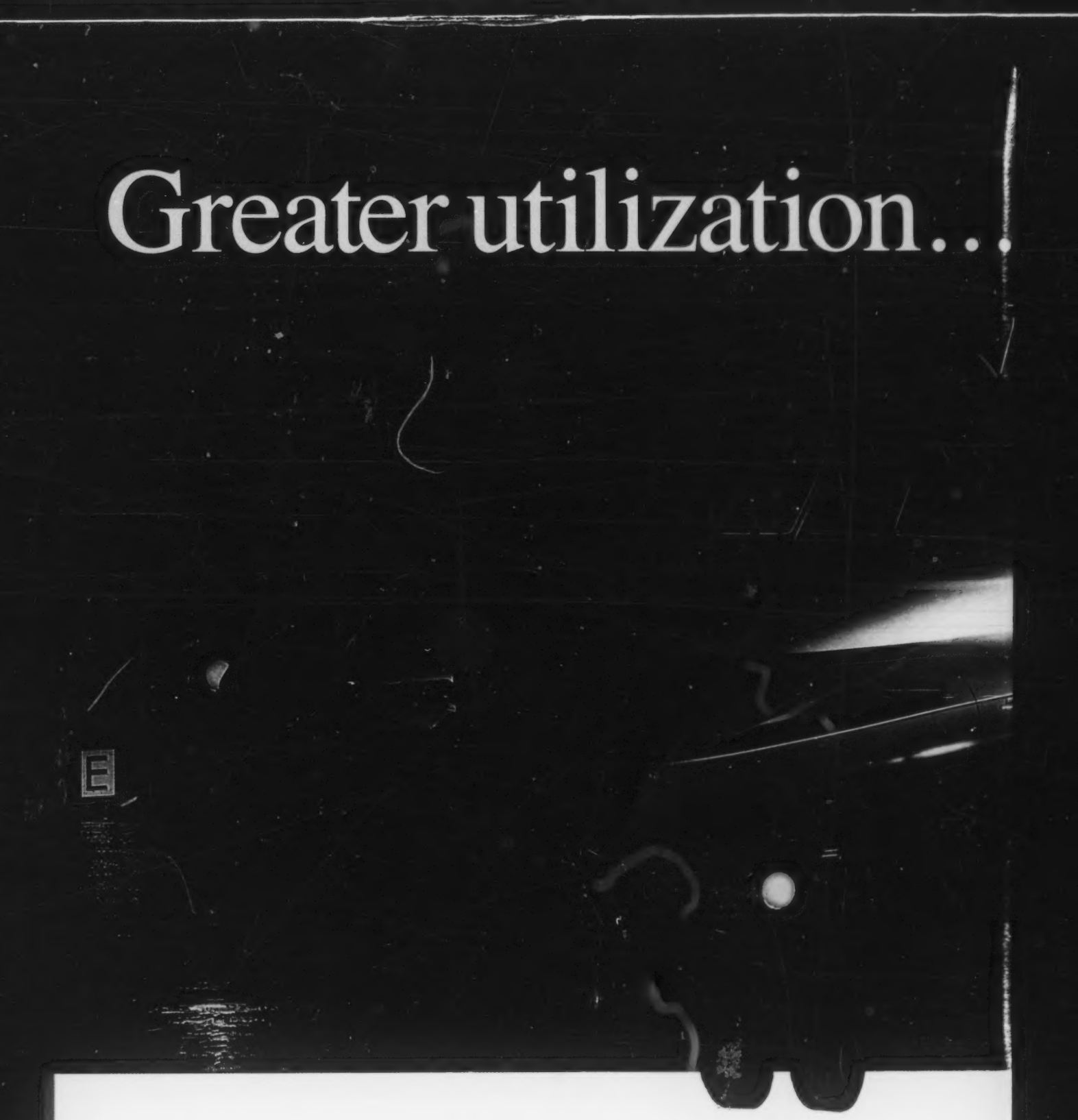
*Indicates controlling interest in carrier has been acquired by its major partner.

Source: Regional Airline Association Survey—April, 1988 and AvSTAT Associates

Airports Receiving Scheduled Service



Greater utilization...



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The new Dash 8 Series 300 has all the economy, performance and passenger appeal that has made the Dash 8 Series 100 a success, but on a larger scale.

The 36/40 seat Dash 8 Series 100 was designed for high frequency, relatively low-density routes. For more heavily travelled routes, the 50/56 seat Dash 8 Series 300 will help you reduce seat-mile costs as much as 17%.

The Dash 8 Series 100 and now the Dash 8 Series 300. One very efficient aircraft now available in two economy sizes to fit your specific market requirements. That's what has kept de Havilland Canada the leader's choice.

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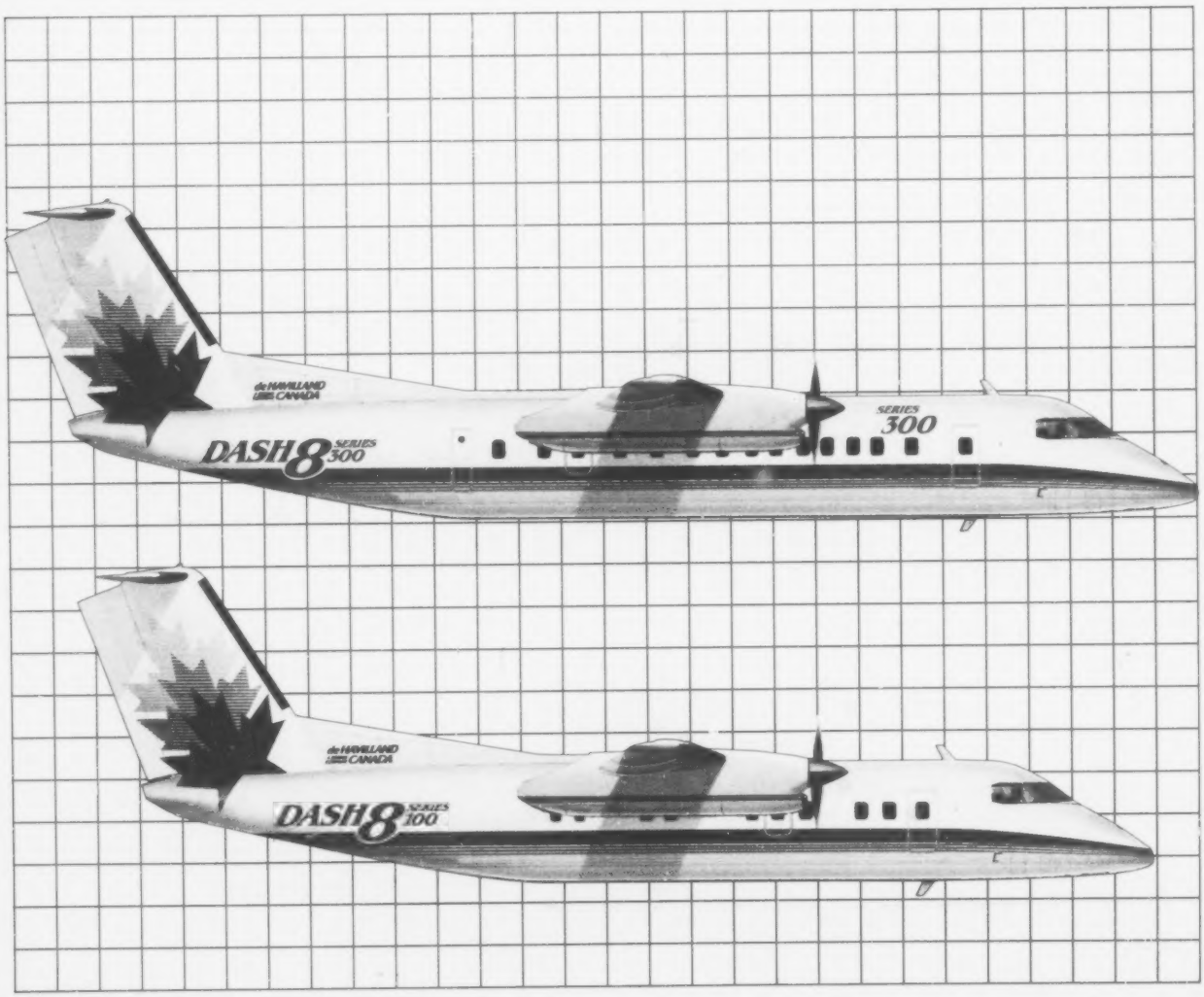
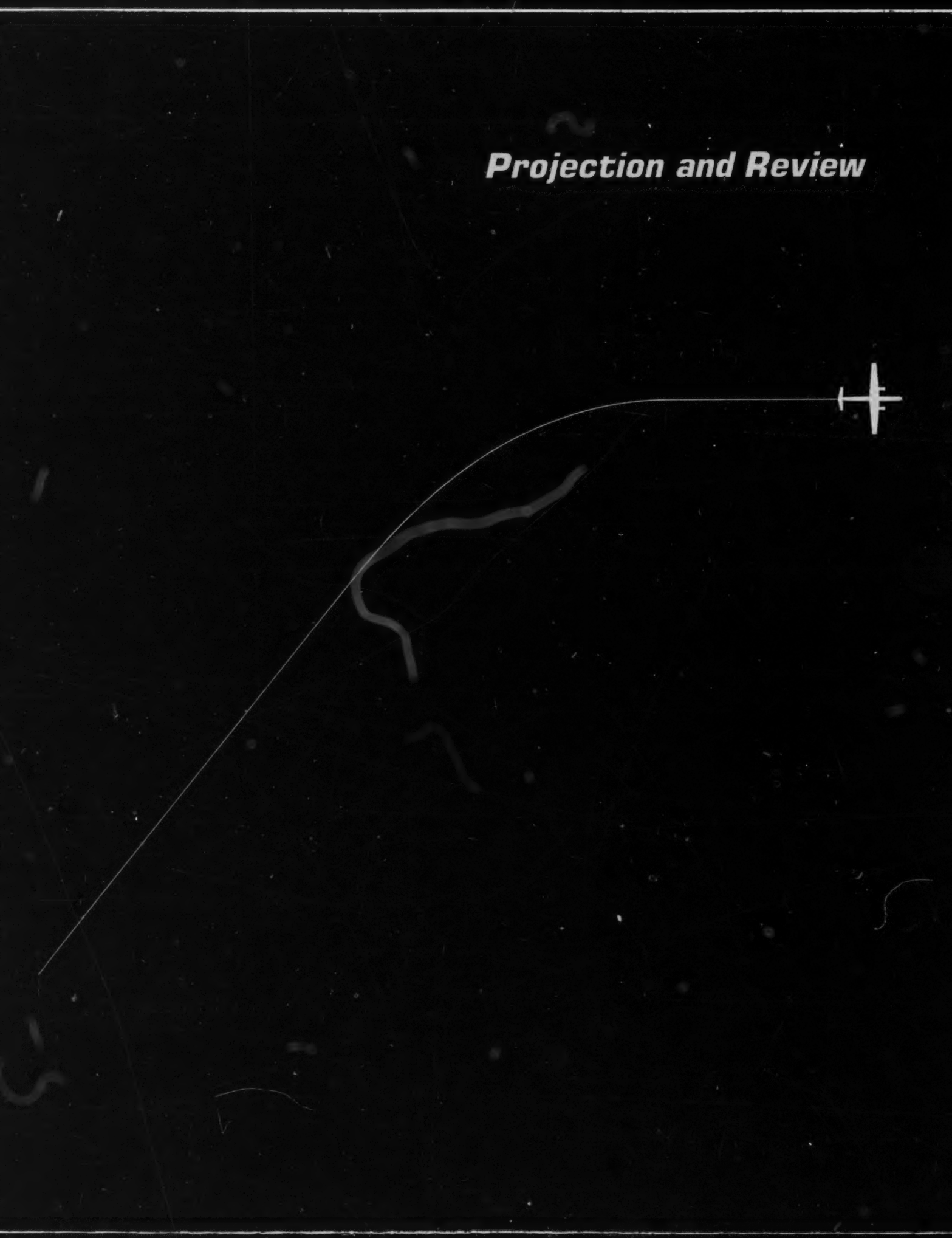


Projection and Review



Projection and Review

Projections

Bouke Veldman—Fokker Aircraft, USA, Inc.

Recent Developments

Deregulation continued to have its effect on the regional airline industry in 1987. The structure of the total U.S. airline industry changed once again due to mergers and acquisitions. The regional airlines were in the middle of consolidation trends as they entered the era of mega-carrier ownership and control. Most regionals are now part of megacarriers' organizations with respect to marketing, reservations, baggage handling, and sometimes, fleet planning and acquisition. Due to the specific characteristics of short-haul commuter operations, this situation can be expected to continue.

Growth for the regional airlines has slowed down somewhat now that the industry is maturing. Much of the high growth rates in the "take-off" years were due to new network developments and codesharing agreements. Figure 1 shows the decline in growth with respect to new citypairs in 1987, while Figure 2 shows that frequency is the name of the game in hub and spoke operations. The average daily levels show little room for improvement on short-haul routes. Further increases are limited by airport and airway capacity problems. Also, here the regional airline industry is in the front-line, threatened with cost increases and operating limitations that will challenge hub and spoke concepts. More often, one seems to forget that commuter aircraft can also solve capacity problems, for example by using short landing and take-off tracks. In case of concrete or gateway shortage; one jet aircraft can take as much room as three turboprops.

However, there were also good signs from the professionalizing regional airline industry. Capacity is used more efficiently, causing higher load factors. Utilization is up, a clear sign of better planning and good maintenance.

Trends for the Future (1988–1998)

Because growth opportunities on very short-haul routes are limited, regional airlines are exploring longer segments with larger, more comfortable and faster turboprop aircraft or even small jets. As an integral part of mega-carriers, there is also confidence and proof that regional airlines can add to or replace larger jet service, thus opening up a new world of opportunities as short-haul specialists. The opportunities for the regional airlines are enormous.

The growth in passengers and RPM's (Figure 3) will be more in line with that of the total airline industry. That growth is determined by economic developments and yields. The long-term economic future is hard to predict, especially the timing of business cycles. However, there seems to be some agreement on an average 2.5% annual growth of the U.S. real gross national product (GNP). Yields will tend to be constant or slightly rising, as airlines discover that due to their fare wars, many business travellers are using discounts. Growth in passengers will decline somewhat, but revenues will remain healthy. Thus, passenger growth is predicted to be 7% annually for the regional airlines, reflecting a 5% growth for the total U.S. air transport market and an increasing short-haul marketshare to explain the extra 2%.

Two main fleet developments are expected. First, the existing fleet will be used more efficiently, leading to better utilization per aircraft and higher load factors. This trend is also a consequence of airport and airway capacity problems. Second, there will be a fleet rationalization, standardization and modernization process as mega-carriers begin to limit the number of aircraft types in their commuter airlines while retaining flexibility, and will seek to offer comfort levels equal to jet standards as service quality demands increase. Also in this respect, due to congestion problems, larger capacity aircraft will be needed (Figure 4). An increasing number of 20–39 seat and more than 40-seat turboprops will be operated by the regional airlines. The number of aircraft in the two larger capacity classes will roughly double, while the smaller capacity classes will remain constant in number.

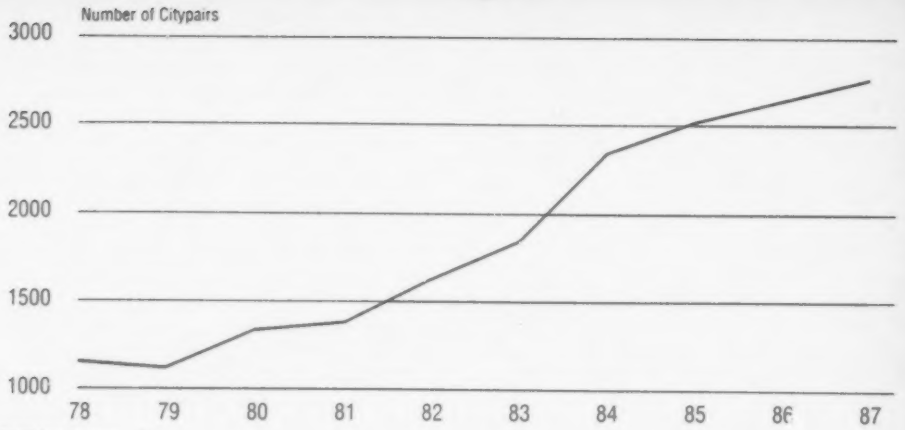
Small jets will become a larger part of the fleet as ties between mega-carriers and regional airlines tighten and longer stagelength citypairs become the growth opportunities. This trend will test the creativity of labor unions, now that many regional airlines are unionized and conflict of interest with mega-carriers arise.

With the larger and more expensive aircraft, straightforward purchasing by the regionals will further diminish. All kinds of financial packages, including operating and financial leases, will be used to make the fleet growth possible. Involvement of mega-carriers through guarantees and capital provision will be the trend for coming years.

The last words in this projection are for the noncodesharing airlines, the remaining pioneers. They will continue to be part of the scene, filling niches and opportunities that will continue to exist bypassing hubs. However, they will be limited in number and size.

Number of Citypairs Flown with Turboprops

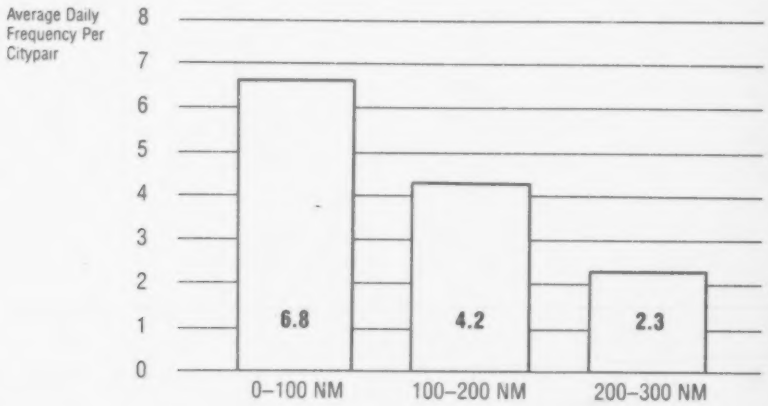
Figure 1



Source: ABC airline schedule

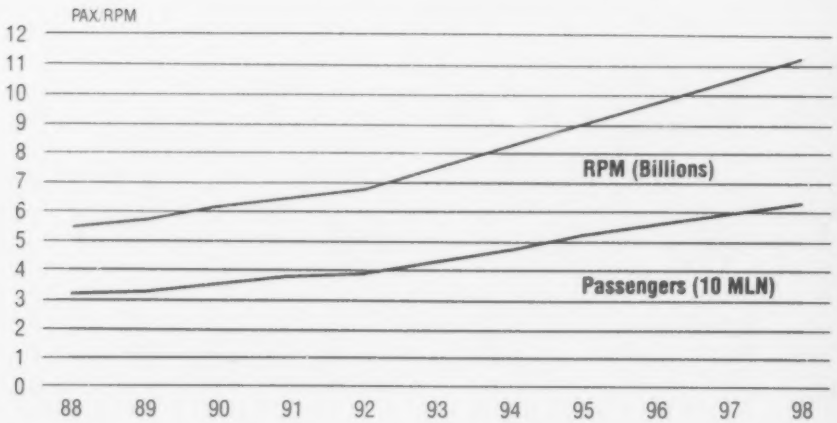
Average Daily Frequency Level 1987 Hub and Spoke Turboprop Operations

Figure 2



Growth Forecasts 1988–1998 Passengers and RPM

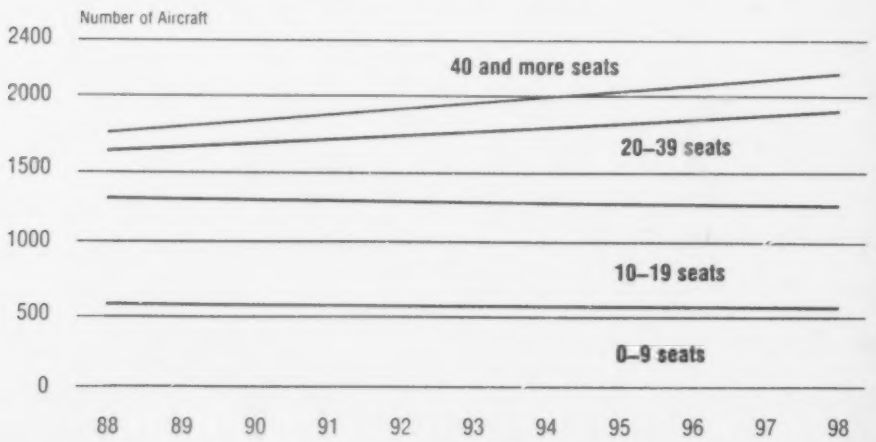
Figure 3



Source: Fokker Aircraft USA

Growth Forecasts 1988–1998 Aircraft Fleets

Figure 4

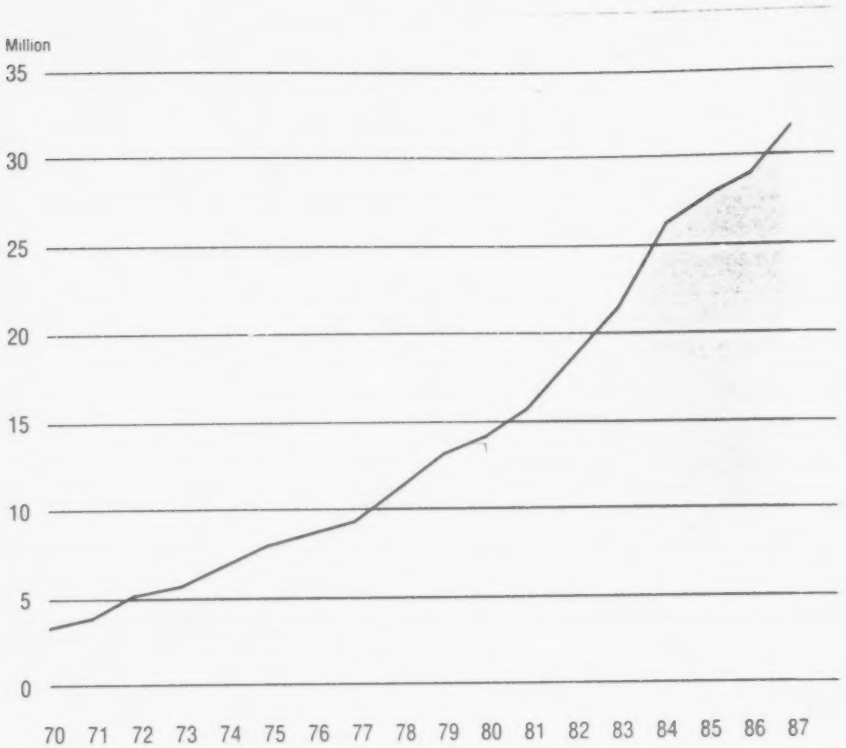


Source: Fokker Aircraft USA

Regional Passenger Traffic, 1970–1987

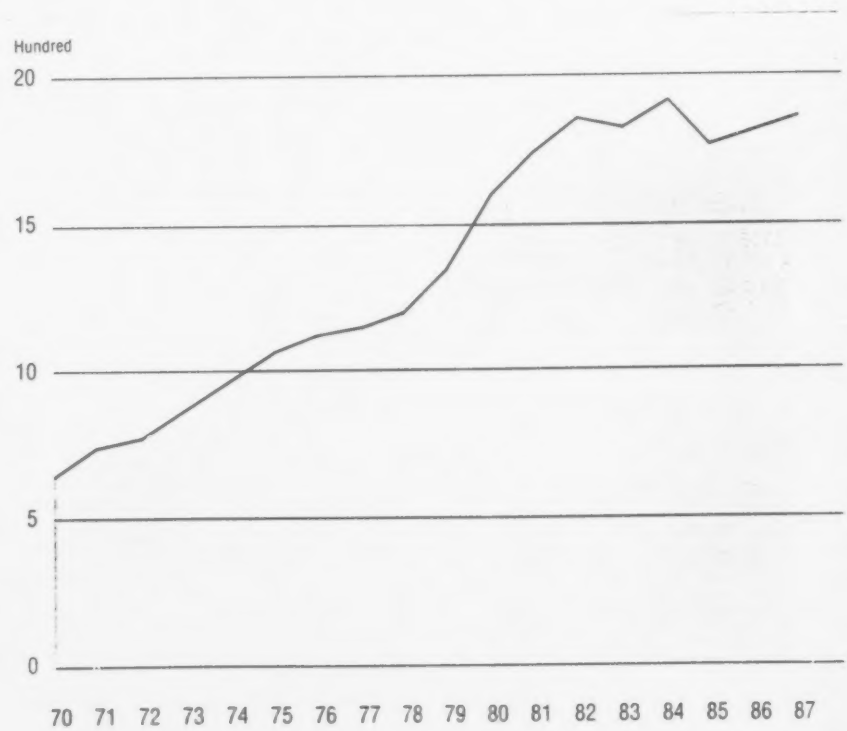
Year	Passengers Enplaned
1970	4,270,000
1971	4,698,000
1972	5,262,000
1973	5,688,000
1974	6,842,000
1975	7,243,000
1976	7,914,000
1977	9,185,000
1978	11,026,000
1979	13,972,000
1980	14,810,000
1981	15,400,000
1982	18,550,000
1983	21,820,000
1984	26,140,000
1985	27,270,000
1986	28,316,000
1987	31,787,539

Source: Regional Airline Association



Passenger Aircraft Operated, 1970–1987

Year[1]	Aircraft In Service	Percent Annual Change
1970	687	—
1971	782	14%
1972	791	1%
1973	885	12%
1974	997	13%
1975	1073	8%
1976	1009	– 6%
1977	1119	11%
1978	1200	7%
1979	1350	12%
1980[2]	1606	19%
1981[2]	1743	8%
1982[2]	1857	6%
1983[2]	1808	– 3%
1984[2]	1915	+ 6%
1985	1745	– 3%
1986	1806	+ 3%
1987	1841	+ 2%



Source: Regional Airline Association
[1]CAB Commuter Air Carrier Traffic Statistics F.Y. 1970–1979
[2]RAA Annual Survey of all U.S. Commuter and Regional Airlines

Essential Air Service

A key component of the Airline Deregulation Act of 1978 was the guarantee of essential air service (EAS) to small and medium size communities. The original essential air service program provided for a continuation of air transportation for 10 years to all cities certificated on the date of the Act's enactment into law, October 24, 1978.

The essential air service program was modified and extended by the Airport and Airway Safety and Capacity Expansion Act of 1987, enacted into law December 30, 1987. The new EAS program, effective October 1, 1988 through September 30, 1998, will permit new and/or enhanced service for many cities, but require communities to be located 45 miles or more from the nearest hub airport to be eligible for service. Airline service must now be provided two times per day six days per week, in aircraft with an effective capacity of 15 passengers or more unless passenger traffic has continually been less than 11 persons per flight, or the community agrees to the usage of smaller aircraft. However, all aircraft must be twin engine, 2 pilot equipment and be pressurized if the flight regularly exceeds 8,000 feet. Additionally, compensation rules for carriers providing subsidized essential air service were modified.

The full text of the new EAS program is included below.

SEC. 202. ESSENTIAL AIR SERVICE.

(a) FISCAL YEAR 1987.—

(1) TRANSFER OF OPERATIONAL AUTHORITY.—Section 419 is amended by adding at the end of subsection (a) the following new paragraph:

"(12) If an air carrier which is providing on or after October 1, 1987, essential air transportation under this subsection between an eligible point and an airport at which the Administrator limits the number of instrument flight rule takeoffs and landings of aircraft provides notice to the Secretary of its intention to suspend, terminate, or reduce such transportation and another air carrier is secured to provide such transportation on a continuing basis, the Secretary shall require the carrier suspending, terminating, or reducing such service to transfer any operational authority which such carrier has to conduct a landing or takeoff at such airport with respect to such service to the carrier secured to provide such service unless the carrier secured to provide such service does not need such authority or such authority is being used to provide air service with respect to more than 1 eligible point.".

(2) TERMINATION DATE.—Section 419(g) is amended by striking out "the last day" and all that follows through the period at the end thereof and inserting in lieu thereof "September 30, 1988.".

(3) EFFECTIVE DATE.—The amendments made by this subsection shall take effect October 1, 1987.

(b) FISCAL YEARS 1988–1998.—

(1) GENERAL RULES.—Section 419 is amended to read as follows:

"SEC. 419. SMALL COMMUNITY AIR SERVICE.

"(a) ELIGIBLE POINT DEFINED.—For the purposes of this section, the term 'eligible point' means any point in the United States—

"(1) which is defined as an eligible point under this section as in effect before October 1, 1988, and which, at any time in the 12-month period ending on such date, received scheduled air transportation, and

"(2) which the Secretary determines is 45 highway miles or more from the nearest hub airport.

"(b) BASIC ESSENTIAL AIR SERVICE.—

"(1) LEVEL OF SERVICE.—

"(A) DETERMINATION FOR ESSENTIAL AIR SERVICE POINTS.—With respect to each eligible point for which a determination of what constitutes essential air transportation was made under this section before October 1, 1988, the Secretary shall determine what is basic essential air service for such point. Such determination shall be made no later than the last day of the 1-year period beginning on the date of the enactment of the Airport and Airway Safety and Capacity Expansion Act of 1987 and only after consideration of the views of any interested community and the State agency of the State in which such community is located.

"(B) DETERMINATION FOR OTHER POINTS.—With respect to each eligible point for which a determination of what constitutes essential air transportation was not made before October 1, 1988, the Secretary shall determine what is basic essential air service to such point if the Secretary receives notice that service to such point will be provided by only 1 air carrier. Such determination shall be made no later than the last day of the 6-month period beginning on the date on which the Secretary receives such notice and only after the Secretary considers the views of any interested community and the State agency of the State in which such community is located. The Secretary may impose such notice requirements as may be necessary to implement this subparagraph.

"(C) CONTINUATION OF REQUIREMENT; TRANSITION PROVISIONS.—An air carrier required to provide essential air transportation before October 1, 1988, to an eligible point shall be required to continue to provide such transportation to such point after such date and the level of such transportation shall be deemed to be basic essential air service for purposes of this subsection until a determination is made under subparagraph (A) with respect to such point. The rate of compensation in effect for essential air transportation before such date shall continue in effect until a new rate is determined in accordance with the guidelines under subsection (f) of this section.

"(D) REVIEW.—The Secretary shall periodically review the basic essential air service level for each eligible point, and may, based upon such review and consultations with the interested community and the State agency of the State in which such community is located, make appropriate adjustments to the basic essential air service level.

"(2) NOTICE REQUIRED BEFORE TERMINATION, SUSPENSION, OR REDUCTION IN SERVICE.—An air carrier may not terminate, suspend, or reduce air transportation to any eligible point below the level of basic essential air service established under paragraph (1) unless such air carrier has given the Secretary, the appropriate State agency or agencies, and the communities affected at least 90 days notice before such termination, suspension, or reduction.

"(3) DETERMINATION OF NEED FOR COMPENSATION.—

"(A) SELECTION OF CARRIER.—Whenever the Secretary determines that basic essential air service will not be provided to an eligible point without compensation, the Secretary shall provide notice that applications may be submitted by any air carrier that is willing to provide such service to such point for compensation under this subsection. In selecting an applicant to provide basic essential air service to a point for compensation the Secretary shall, among other factors, consider—

"(i) the applicant's demonstrated reliability in providing scheduled air service;

"(ii) the contractual and marketing arrangements that the applicant has made with a larger air carrier to assure service beyond the hub airport;

"(iii) the interline arrangements which the applicant has made with a larger air carrier which allow passengers and cargo of the applicant at the hub airport to be transported by such large carrier through one reservation, one ticket, and one baggage check-in;

"(iv) the preferences of the actual and potential users of air transportation at the eligible point, giving substantial weight to the views of elected officials representing such users; and

"(v) with respect to any eligible point in the State of Alaska, the experience of

an applicant in providing scheduled air service, or significant patterns of nonscheduled air service pursuant to an exemption granted pursuant to section 416 of this title, in Alaska.

"(B) RATE OF COMPENSATION.—The Secretary shall establish, in accordance with the guidelines promulgated under subsection (f), the rate of compensation to be paid for providing basic essential air service under this subsection.

"(4) PAYMENT OF COMPENSATION.—The Secretary shall make payments of compensation under this subsection at times and in a manner determined by the Secretary to be appropriate. The Secretary shall continue to pay compensation to any air carrier to provide basic essential air service to an eligible point only for so long as the Secretary determines it is necessary in order to maintain basic essential air service to such point.

"(5) REQUIREMENT TO CONTINUE SERVICE.—If an air carrier has provided notice to the Secretary under paragraph (2) of such air carrier's intention to suspend, terminate, or reduce service to any eligible point below the level of basic essential air service to such point, and if at the conclusion of the applicable period of notice the Secretary has not been able to find another air carrier to provide basic essential air service to such point, the Secretary shall require the carrier which provided such notice to continue such service to such point for an additional 30-day period, or until another air carrier has begun to provide basic essential air service to such point, whichever first occurs. If at the end of such 30-day period the Secretary determines that no other air carrier can be secured to provide basic essential air service to such eligible point on a continuing basis, either with or without compensation, then the Secretary shall extend such requirement for such additional 30-day periods (making the same determination at the end of each such period) as may be necessary to continue basic essential air service to such eligible point until an air carrier can be secured to provide basic essential air service to such eligible point on a continuing basis.

"(6) COMPENSATION FOR CONTINUED SERVICE.—

"(A) CARRIERS RECEIVING COMPENSATION.—If an air carrier (i) which is providing air transportation to any eligible point, and (ii) which is receiving compensation under this subsection for providing such transportation, is required by the Secretary to continue service to such point beyond the date on which such carrier would, but for paragraph (5), be able to suspend, terminate, or reduce such service below the level of basic essential air service to such point, then after such date such carrier shall continue to receive such compensation until the Secretary secures another air carrier to provide basic essential air service to such point or the 90th day following such date, whichever is earlier. If, after such 90th day, the Secretary has not secured another air carrier to provide such service, the carrier required to continue to provide such service shall receive compensation in an amount sufficient—

"(i) to cover the carrier's fully allocated actual cost of performing the basic essential air service that was being provided at the time the 90-day notice of termination, suspension, or reduction of service is given to the Secretary under paragraph (2) plus a fair and reasonable return on investment which shall not be less than 5 percent of operating costs; and

"(ii) to provide the carrier an additional return which recognizes the demonstrated additional lost profits from opportunities foregone and the likelihood that such lost profits increase as the duration of the required basic essential air service increases.

"(B) CARRIERS NOT RECEIVING COMPENSATION.—If the Secretary requires an air carrier which is providing air transportation to an eligible point without compensation pursuant to paragraph (4) to continue to provide basic essential air service to such point beyond the 90-day notice period after which, but for paragraph (5) of this subsection, such air carrier would be able to suspend, terminate, or reduce service to such point below basic essential air service for such point, then the Secretary shall compensate such air carrier in an amount sufficient—

"(i) to cover the carrier's fully allocated actual cost of performing the basic essential air service that was being provided at the time the 90-day notice of termination, suspension, or reduction of service is given to the Secretary under paragraph (2) plus a fair and reasonable return on investment which shall not be less than 5 percent of operating costs; and

"(ii) to provide the carrier an additional return which recognizes the demonstrated additional lost profits from opportunities foregone and the likelihood that such lost profits increase as the duration of the required basic essential air service increases.

"(7) TRANSFER OF OPERATIONAL AUTHORITY AT CERTAIN HIGH-DENSITY AIRPORTS.—If an air carrier which is providing basic essential air service under this subsection between an eligible point and an airport at which the Administrator limits the number of instrument flight rule takeoffs and landings of aircraft provides notice to the Secretary of its intention to suspend, terminate, or reduce such service and another air carrier is secured to provide such service on a continuing basis, the Secretary shall require the carrier suspending, terminating, or reducing such service to transfer any operational authority which such carrier has to conduct a landing or takeoff at such airport with respect to such service to the carrier secured to provide such service unless the carrier secured to provide such service does not need such authority or such authority is being used to provide air service with respect to more than 1 eligible point.

"(8) EFFORT TO SECURE CARRIERS.—During any period for which the Secretary requires an air carrier to continue providing air transportation to an eligible point which such air carrier has proposed to terminate, reduce, or suspend, the Secretary shall continue to make every effort to secure an air carrier to provide at least basic essential air service to such eligible point, on a continuing basis.

"(9) PROHIBITION ON CERTAIN REDUCTIONS IN SERVICE.—Unless the Secretary has determined what is basic essential air service for any eligible point pursuant to paragraph (1) of this subsection, the Secretary shall, upon petition of any appropriate representative of such point prohibit any termination, suspension, or reduction of air transportation which reasonably appears to deprive such point of basic essential air service, until the Secretary has completed such determination.

"(c) ENHANCED ESSENTIAL AIR SERVICE.—

"(1) PROPOSAL.—

"(A) SUBMISSION.—A State or local government may submit a proposal to the Secretary for enhanced essential air service to an eligible point with respect to which basic essential air service is being provided under subsection (b).

"(B) CONTENTS.—A proposal submitted under this subsection shall specify the level and type of enhanced essential air service which the State or local government considers appropriate. Such proposal shall also include an agreement relating to compensation required for the proposed enhanced essential air service. Such agreement shall be subject to the requirements of subparagraph (C).

"(C) COMPENSATION AGREEMENT.—The agreement relating to compensation included in the proposal submitted by a State or local government under this subsection shall either—

"(i) provide for the State or local government or any person to pay 50 percent of the compensation required for the proposed enhanced essential air service and for the Federal share of such compensation to be 50 percent; or

"(ii) provide for the Federal share for such compensation to be 100 percent and provide that, if the proposed service is not successful in terms of the criteria established under paragraph (3)(C) for not less than a 2-year period, the eligible point shall not be eligible for air service for which compensation is payable by the Secretary under this section.

"(2) ESTABLISHMENT OF SERVICE.—Not later than 90 days after receiving a proposal under paragraph (1), the Secretary shall issue a decision on the proposal. The Secretary shall approve such proposal unless the Secretary determines that such proposal is not reasonable. If the Secretary determines that such proposal is not reasonable, the Secretary shall disapprove such proposal and notify the State or local government submitting such proposal of such disapproval and the reasons therefor.

"(3) REVIEW.—

"(A) PROPOSALS FOR 50 PERCENT FEDERAL SHARE.—If the enhanced essential air service approved under this subsection is to be at a 50 percent Federal share, the Secretary shall periodically review the level and type of such service to an eligible point and may, based upon such review and consultations with the community and the government or person paying the non-Federal share, make appropriate adjustments to the level and type of enhanced essential air service to such point.

"(B) PROPOSALS FOR 100 PERCENT FEDERAL SHARE.—If the enhanced essential air service approved under this subsection is to be at a 100 percent Federal share, the Secretary shall periodically review air service provided to an eligible point under this subsection. If the Secretary finds, after consultation with the State or local government which submitted the proposal, that such service has not been successful in terms of the criteria established under subparagraph (C) for not less than a 2-year period, such eligible point shall not be eligible for air service for which compensation is payable by the Secretary under this section.

"(C) CRITERIA OF SUCCESS.—The Secretary shall establish, by regulation, objective criteria for determining whether or not enhanced essential air service to an eligible point provided under this subsection is successful in terms of increasing passenger usage of the airport facilities at such point and reducing the amount of compensation provided by the Secretary under this subsection for such service.

"(4) NOTICE BEFORE TERMINATION, SUSPENSION, OR REDUCTION OF SERVICE.—An air carrier may not terminate, suspend, or reduce air transportation to an eligible point for which a determination of enhanced essential air service has been made below the level of such service approved by the Secretary under this subsection unless such carrier has given the Secretary, the community affected, and the government or person paying the non-Federal share at least 30 days' notice before such termination, suspension, or reduction. Nothing in this paragraph relieves an air carrier of its obligations under subsection (b).

"(5) PAYMENT OF COMPENSATION.—The Secretary shall make payments of compensation under this subsection at times and in a manner determined by the Secretary to be appropriate. The Secretary shall continue to pay the compensation to an air carrier to provide enhanced essential air service to an eligible point only for so long as such carrier maintains the level of enhanced essential air service and the government or person agreeing to pay any non-Federal share continues to pay such share and only for so long as the Secretary determines it is necessary in order to maintain such service to such point.

"(6) PAYMENT OF NON-FEDERAL SHARE.—The Secretary may require appropriate payment in advance or such other security to assure that non-Federal payments for enhanced essential air service under this subsection are made on a timely basis.

"(7) COMPENSATION FOR ENHANCED ESSENTIAL AIR SERVICE DEFINED.—For purposes of this subsection, compensation for enhanced essential air service to an eligible point covers only those costs incurred for providing air service to such point which are in addition to the costs incurred for providing basic essential air service to such point under this section.

"(d) COMPENSATION FOR SERVICE TO OTHER SMALL COMMUNITIES.—

"(1) PROPOSAL.—A State or local government may make a proposal to the Secretary for compensated air transportation in accordance with this subsection to a point that is not an eligible point under this section.

"(2) DETERMINATION OF ELIGIBILITY.—

"(A) DESIGNATION OF POINTS.—Not later than 90 days after the submission of a proposal under this subsection, the Secretary—

"(i) shall determine whether or not to designate the point for which such proposal is made as eligible to receive compensation under this subsection; and

"(ii) shall approve or disapprove such proposal and notify the State or local government submitting such proposal of such decision.

The Secretary shall approve such proposal if the State or local government submitting the proposal or any other person is willing and able to pay 50 percent of the cost of providing the proposed compensated air transportation; except that the Secretary shall disapprove such proposal if the Secretary determines that such proposal is not reasonable. In the case of disapproval of a proposal, the notification of such disapproval must include the reasons for such disapproval.

"(B) SMALL COMMUNITY SERVICE.—Notwithstanding subparagraph (A)(ii), the Secretary shall approve a proposal submitted under this subsection for compensated air transportation to a point in the 48 contiguous States and designate such point as eligible for compensation under this subsection—

"(i) if, at any time before October 23, 1978, the point was served by an air carrier that held a certificate issued under section 401;

"(ii) if the point is more than 50 miles from the nearest small hub airport or an eligible point;

"(iii) if the point is more than 150 miles from the nearest hub airport; and

"(iv) if the State or local government submitting the proposal or any other person is willing and able to pay 25 percent of the cost of providing the proposed compensated air transportation.

"(C) CRITERIA FOR DETERMINING REASONABLENESS.—In determining whether or not a proposal submitted under this subsection is reasonable, the Secretary shall consider, among other factors, the traffic generating potential of the point, the cost to the Federal Government of providing the proposed service, and the distance of the point from the closest hub airport.

"(D) WITHDRAWAL OF DESIGNATION.—After notice and an opportunity for any interested person to comment, the Secretary may withdraw the designation of a point under subparagraph (A) as eligible to receive compensation under this subsection if the point has received air service under this subsection for at least 2 years and the Secretary determines that withdrawal of that designation would be in the public interest. The Secretary shall establish, by regulation, standards for determining whether or not withdrawal of a designation under this paragraph is in the public interest. Such standards shall include, but not be limited to, the factors set forth in subparagraph (C).

"(3) LEVEL OF SERVICE.—

"(A) INITIAL DETERMINATION.—If the Secretary designates a point under paragraph (2), the Secretary shall determine the level of service to be provided under this subsection. The Secretary shall determine such level after considering the views of any interested community, the State agency of the State in which the point is located, and the government or person agreeing to pay the non-Federal share of the cost of the proposed service. The Secretary shall determine such level not later than 6 months after the date on which the Secretary designates such point under paragraph (2).

(B) REVIEW.—The Secretary shall periodically review the level of air service provided under this subsection and may, based upon such review and consultation with any interested community, any State agency of the State in which the community is located, and any government or person providing the non-Federal share of the compensation for the service, make appropriate adjustments in the level of service.

"(4) SELECTION OF CARRIER.—After making the determinations required by paragraph (3) with respect to a designated point, the Secretary shall provide notice that applications may be submitted by any air carrier that is willing to provide the level of air service determined under paragraph (3) with respect to such point. In selecting an applicant to provide such service the Secretary shall, among other factors, consider the factors set forth in subsection (b)(3)(A) and shall also consider the views of the government or person paying the non-Federal share of the cost of the service.

"(5) NON-FEDERAL SHARE.—Except as provided in paragraph (2)(B), the non-Federal share for compensation required for providing air service under this subsection shall be 50 percent.

"(6) NOTICE BEFORE TERMINATION, SUSPENSION, OR REDUCTION OF SERVICE.—An air carrier may not terminate, suspend, or reduce air transportation to an eligible point for which compensation is paid under this subsection below the level of such service established by the Secretary under paragraph (3) unless such carrier has given the Secretary, the community affected, and the government or person

paying the non-Federal share at least 30 days' notice before such termination, suspension, or reduction.

"(7) PAYMENT OF COMPENSATION.—The Secretary shall make payments of compensation under this subsection at times and in a manner determined by the Secretary to be appropriate. The Secretary shall continue to pay compensation to an air carrier to provide service to a point designated under this subsection only for so long as such carrier maintains such service and the government or person agreeing to pay the non-Federal share continues to pay such share and only for so long as the Secretary determines it is necessary in order to maintain such service to such point.

"(8) PAYMENT OF NON-FEDERAL SHARE.—The Secretary may require appropriate payment in advance or such other security to assure that the non-Federal payments for air service under this subsection are timely made.

"(e) FITNESS.—

"(1) GENERAL RULE.—Notwithstanding section 416(b) of this title, the Secretary shall prohibit any air carrier from providing service to an eligible point and from providing service to a point designated under subsection (d), unless the Secretary determines that such air carrier—

"(A) is fit, willing, and able to perform such service; and

"(B) that all aircraft which will be used to perform such service and all operations relating to such service will conform to the safety standards established by the Administrator.

"(2) LIMITATION ON COMPENSATION.—The Secretary may not pay compensation to any air carrier for providing air service under this section unless the Secretary finds that such carrier is able to provide the air service in a reliable manner.

"(f) GUIDELINES FOR COMPENSATION.—The Secretary shall establish guidelines to be used in computing the fair and reasonable amount of compensation required to ensure the continuation of air service under this section. Such guidelines shall provide for a reduction in compensation in any case in which an air carrier fails to perform any agreed upon air service. Such guidelines shall take into account amounts needed by air carriers to promote public use of the service for which compensation is to be made and shall include expense elements based upon representative costs of air carriers providing scheduled air transportation of persons, property, and mail, using aircraft of the type determined by the Secretary to be appropriate for providing such service. Amounts needed for promotion of such service shall be a special, segregated element of the required compensation.

"(g) DEADLINE FOR PAYMENT OF COMPENSATION.—Not later than 15 days after receiving a written claim for compensation from an air carrier for providing air service under this section, the Secretary shall pay the Federal share of such claim or deny payment of the Federal share of such claim and notify the carrier of such denial and the reasons therefor.

"(h) INSURANCE.—An air carrier shall not receive compensation under this section unless such air carrier complies with regulations or orders issued by the Secretary governing the filing and approval of policies of insurance or plans for self-insurance in the amount prescribed by the Secretary which are conditioned to pay, within the amount of such insurance, amounts for which such air carrier may become liable for bodily injuries to or the death of any person, or for loss of or damage to property of others, resulting from the operation or maintenance of aircraft.

"(i) CARRIER OBLIGATIONS.—If 2 or more air carriers enter into an agreement to operate under or use a single air carrier designator code to provide air transportation, the air carrier whose code is being used under such agreement shall share responsibility with the other carriers for the quality of service provided under such code to the public by such other carriers.

"(j) ENCOURAGEMENT OF JOINT AIR SERVICE PROPOSALS.—The Secretary shall encourage the submission of joint proposals by 2 or more air carriers for providing air service under this section through arrangements which will maximize service to and from major destinations beyond the hub.

"(k) DEFINITIONS.—For purposes of this section—

"(1) BASIC ESSENTIAL AIR SERVICE.—The term 'basic essential air service' means scheduled air transportation of persons and cargo to a hub airport (or, in any case in which the nearest hub airport is more than 400 miles and in the case of Alaska, to a small hub or nonhub airport) which has convenient connecting or single-plane air service to a substantial number of destinations beyond such airport. Such transportation shall include, at least, the following elements:

"(A)(i) with respect to a point not in the State of Alaska, 2 daily round trips 6 days per week, with not more than 1 intermediate stop on each flight; or

"(ii) with respect to a point in the State of Alaska, a level of service that is not less than that which existed in calendar year 1976, or 2 round trips per week, whichever is greater, unless otherwise specified under an agreement between the Secretary and the State agency of the State of Alaska, after consultation with the community affected;

"(B) flights at reasonable times taking into account the needs of passengers with connecting flights at such airport and at rates, fares, and charges which are not excessive when compared to the generally prevailing fares of other air carriers for like service between similar pairs of points;

"(C) with respect to a point not in the State of Alaska, service provided in an aircraft with an effective capacity of at least 15 passengers if the average daily enplanements at such point in any calendar year beginning after December 31, 1975, and ending on or before December 31, 1986, exceeded 11 passengers unless—

"(i) requiring such service would require the payment of compensation in a fiscal year under subsection (b)(4) or (b)(6) with respect to such point when no compensation under such subsection would otherwise be paid with respect to such point in such fiscal year; or

"(ii) the community concerned agrees in writing with the Secretary to the use of smaller aircraft to provide service to such point;

"(D) service which accommodates the estimated passenger and cargo traffic at an average load factor of not greater than—

"(i) 50 percent, or

"(ii) in any case in which such service is being provided with aircraft with 15 passenger seats or more, 60 percent,

for each class of traffic taking into account seasonal demands for such service;

"(E) service provided in an aircraft with at least 2 engines and using 2 pilots, unless scheduled air transportation in aircraft with at least 2 engines and using 2 pilots has not been provided with respect to the point on each of 60 consecutive operating days at any time since October 31, 1978; and

"(F) in the case of service which regularly exceeds 8,000 feet in altitude, service provided with pressurized aircraft.

"(2) ENHANCED ESSENTIAL AIR SERVICE.—The term 'enhanced essential air service' means scheduled air transportation to an eligible point of a higher level or quality than basic essential air service.

"(3) HUB AIRPORT.—The term 'hub airport' means an airport that annually has 0.25 percent or more of the total annual enplanements in the United States.

"(4) NONHUB AIRPORT.—The term 'nonhub airport' means an airport that annually has less than 0.05 percent of the total annual enplanements in the United States.

"(5) SMALL HUB AIRPORT.—The term 'small hub airport' means an airport that annually has 0.05 percent or more, but less than 0.25 percent, of the total annual enplanements in the United States.

"(l) DURATION OF PROGRAM.—This section shall not be in effect after September 30, 1998."

(2) CONFORMING AMENDMENT.—The table of contents contained in the first section of the Federal Aviation Act of 1958 is amended by striking out the item relating to section 419 and inserting in lieu thereof the following:

"Sec. 419. Small community air service.
"(a) Eligible point defined.
"(b) Basic essential air service.
"(c) Enhanced essential air service.
"(d) Compensation for service to other small communities.
"(e) Fitness.
"(f) Guidelines for compensation.
"(g) Deadline for payment of compensation.
"(h) Insurance.
"(i) Carrier obligations.
"(j) Encouragement of joint air service proposals.
"(k) Definitions.
"(l) Duration of program."

(3) EFFECTIVE DATE.—The amendments made by this subsection shall take effect October 1, 1988.

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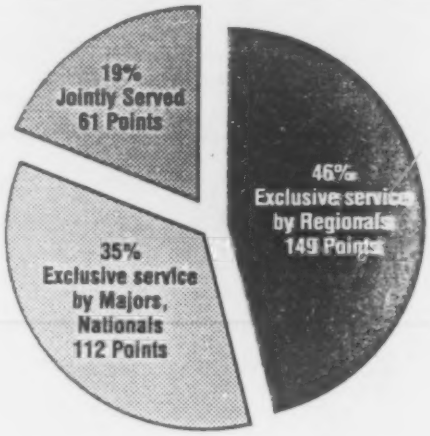
Essential Air Service by Carrier



1978
322 Points

Regionals
Majors
Jointly

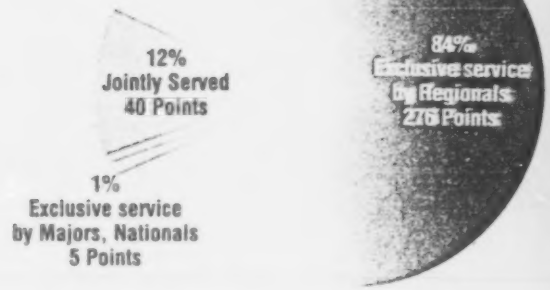
Regional Airlines serve 96% of all Essential Air Service Communities.
83% of EAS Points are served exclusively by Regional Airlines.
(48 States).

Charts derived from table:
Summary of Passenger Service by State

Note: Six authorized EAS points are not currently receiving service.

1988
327 Points

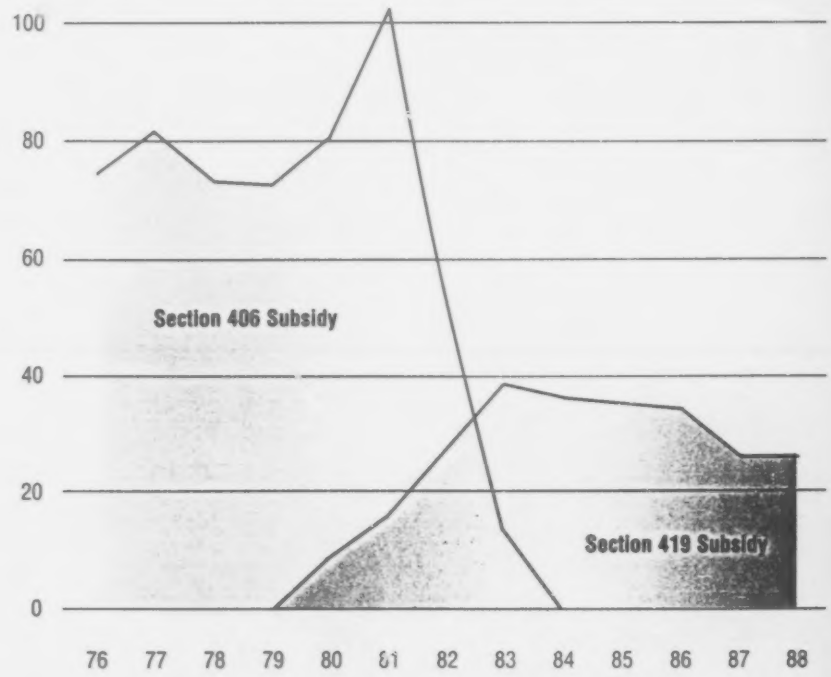
Regionals
Majors
Jointly



Essential Air Service Subsidy Payments

Year	Section 406 Subsidy (Million)	Section 419 Subsidy (Million)
1950	35.0	—
1976	72.5	—
1977	82.2	—
1978	73.9	—
1979	72.1	0.5
1980	80.1	9.0
1981	106.7	15.0
1982	55.1	26.0
1983	13.5	39.8
1984	-0-	36.0
1985	-0-	33.7
1986	-0-	33.4
1987	-0-	24.0
1988	-0-	24.4

Source: Regional Airline Association



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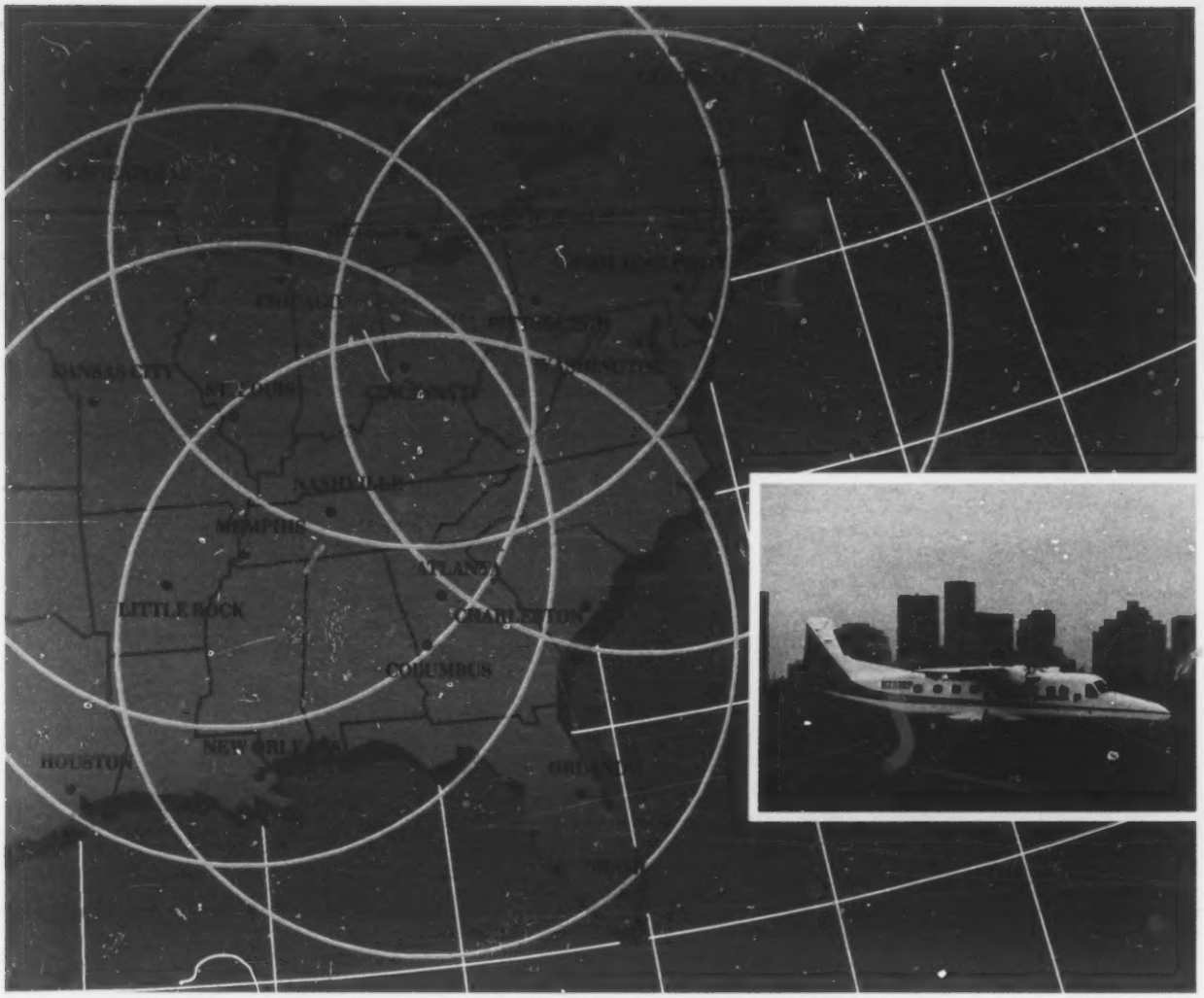

Now, When You Step Off, You Don't Have To Step Down.

From Peoria to Chicago, Chattanooga to Memphis, the DORNIER 228 is the ideal aircraft for connecting bank operations. The reason why?
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The secret to the 228's economical performance is Dornier's pioneering new wing. This exclusive aft-loaded airfoil design gives an optimum lift/drag ratio. The airfoil design provides better climb and flight performance than any conventional wing, and improves twin-engine aircraft performance by more than 25%.

High landing weight and ample fuel capacity let the 228 fly over 450 statute miles without refueling. Even with a 19-passenger load (100% load factor) and a full IFR reserve.

The 228 cabin is bright, wide and airy. The twin-engine turboprop provides a remarkably quiet ride. Glare-free lighting, large windows and the overhead wing give excellent visibility. The ergonomically designed fuselage means more passenger headroom, more shoulder and elbow space than any other comparable aircraft.

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Federal Republic of Germany
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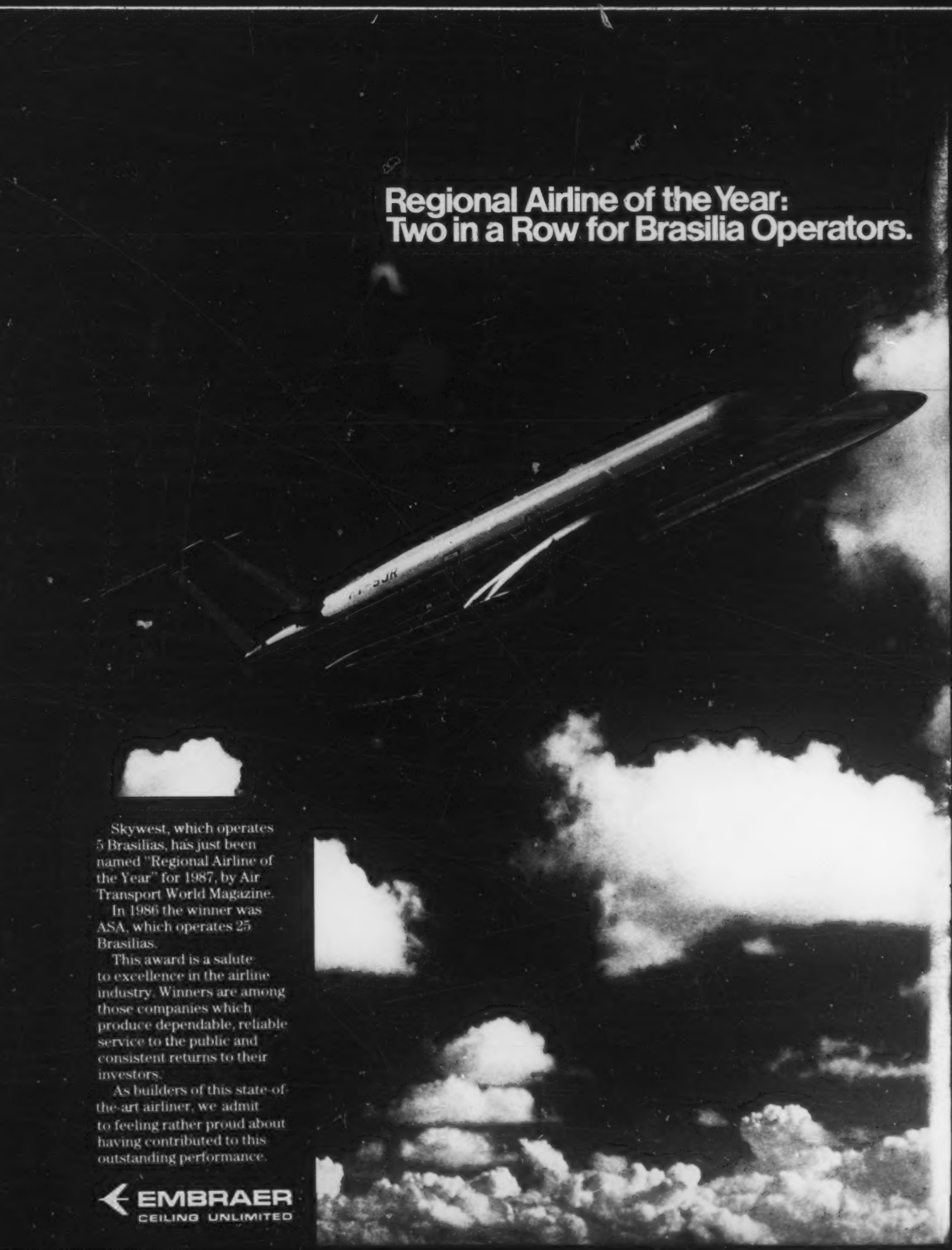
Regional Airline of the Year: Two in a Row for Brasilia Operators.



Skywest, which operates 5 Brasilias, has just been named "Regional Airline of the Year" for 1987, by Air Transport World Magazine.

In 1986 the winner was ASA, which operates 25 Brasilias.

This award is a salute to excellence in the airline industry. Winners are among those companies which produce dependable, reliable service to the public and consistent returns to their investors.

As builders of this state-of-the-art airliner, we admit to feeling rather proud about having contributed to this outstanding performance.

EMBRAER
CEILING UNLIMITED

Aircraft

Aircraft

The number of regional aircraft in passenger service rose 2 percent to 1,841 in 1987. The industry continues to add larger turboprop aircraft to the fleet, with aircraft of more than 30 seats (Part 121) accounting for 18 percent of the fleet total. These aircraft carried 39 percent of regional airline passengers in 1987. However, the mainstay of the fleet remained the 10 to 19 seat aircraft. In 1987, the regional airlines had 781 aircraft of this size in active service. The next largest equipment category includes the 605 aircraft with 9 or less passenger seats.

The Fairchild Metro continued to account for the largest percentage of regional seating capacity at 14.0 percent, with 235 aircraft in service. The 74 Shorts SD360's in passenger use in 1987 comprised 7.3 percent of industry seating capacity and the 120 British Aerospace Jetstream 31's accounted for 5.3 percent.

In the 10 years since deregulation the regional airline industry fleet has grown from 1,047 aircraft in 1978 to 1,841 in 1987. The largest increase was recorded in the number of aircraft with more than 40 seats, which rose 523 percent from 22 airplanes in 1978 to 137 airplanes in 1987. Turboprop aircraft now account for 63 percent of the equipment operated, compared with 23 percent in 1978.

Top Regional Passenger Aircraft 1987

Rank	Manufacturer	Model	Total Aircraft in Active Airline Service	Total Seats	Percent of Total Fleet Seating Capacity	1987 Fleet Flying Hours
1	Fairchild	Metro	268	5,092	14.0	501,989
2	Shorts	360	74	2,664	7.3	164,785
3	British Aerospace	Jetstream 31	120	2,280	6.3	275,541
4	Saab	340	60	1,920	5.3	117,726
5	British Aerospace	146	17	1,620	4.5	33,152
6	Embraer	Bandeirante	89	1,602	4.4	184,243
7	deHavilland	Dash 7	32	1,600	4.4	89,676
8	deHavilland	Twin Otter	74	1,406	3.9	136,083
9	Beech	1900	71	1,349	3.7	135,621
10	Beech	99	85	1,275	3.5	134,721
11	Fokker	F-27	27	1,215	3.4	47,761
12	Cessna	402	135	1,080	3.0	142,132
13	Embraer	Brasilia	34	1,020	2.8	84,540
14	Aerospatiale	ATR-42	22	1,012	2.8	25,898
15	Convair	580	21	1,008	2.8	37,993
16	deHavilland	Dash 8	31	992	2.7	56,779
17	Piper	Navajo	114	912	2.5	102,737
18	NAMC/Nihon	YS-11	14	840	2.3	21,291
19	Shorts	330	25	750	2.1	63,382
20	Cessna	207	103	721	2.0	99,125
	Total—Top Aircraft*		**1,416 (76.9%)**	**30,358**	**83.7%**	**2,455,175 (83.5%)**
	All Others in Service		**425 (23.1%)**	**5,903**	**16.3%**	**486,601 (16.5%)**
	Industry Total		**1,841 (100%)**	**36,261**	**100 %**	**2,941,776 (100%)**

Notes: (1) *—Aircraft accounting for 2.0% or more of 1987 passenger fleet lift capacity.
(2) Data inclusive of carriers who may have operated during only part of calendar year 1987.

Source: Regional Airline Association Annual Survey—April, 1988

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Aircraft in Regional Airline Passenger Service

Comparison of Aircraft Seating Capacity
by Fleet Size, Hours Flown and Revenue Passenger Miles
1978 versus 1987

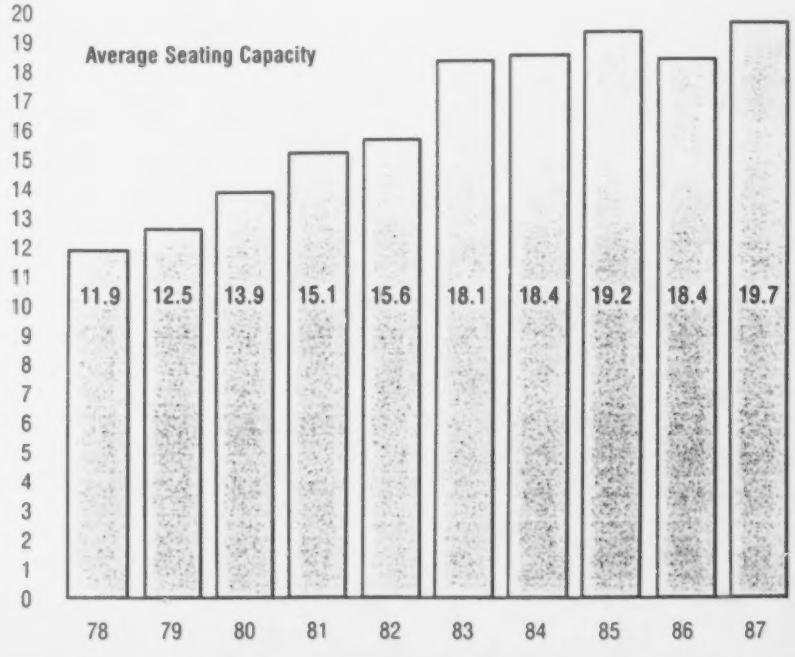
	Passenger Seating Capacity					
	1–9	10–19	20–39	40 & up	Other	Total
Aircraft in Active Fleet						
1978	667	270	72	22	16	1,047
1987	605	781	289	115	51	1,841
% Change	−9%	+189%	+301%	+423%	+219%	+ 76%
Hours Flown (000's)						
1978	566	474	57	23	11	1,131
1987	541	1,480	579	226	116	2,942
% Change	−4%	+212%	+916%	+883%	+955%	+160%
Revenue Passenger Miles (% of Total Shown)						
1978	22%	58%	13%	6%	1%	1.28 bil.
1987	6%	85%	9%	7%	1%	5.00 bil.
% Change						+291%

Notes: (1) Other includes both helicopters and jets.
(2) 1978 data estimated from C.A.B. reports of Commuter activity. 1987 data from the Regional Airline Association—Annual Survey.

Source: Regional Airline Association Survey—April 1988

Aircraft Statistics

Average Annual Utilization	
78	1,080
1979	1,193
1980	1,299
1981	1,363
1982	1,373
1983	1,563
84	1,582
1985	1,635
1986	1,619
1987	1,598



Summary of Passenger Aircraft in Regional Airline Use in 1987

Manufacturer	Piston Single Engine	Piston Multi Engine	Turboprop	Jet	Helicopter	Total
Aerospatiale			22			22
Beech	2	11	163			176
Bell					15	15
British Aerospace			120	17		137
Britten Norman		37				37
CASA			14			14
Cessna	209	94	21			324
Convair		6	21			27
deHavilland	51		137			188
Dornier			26			26
Douglas		16				16
Embraer			123			123
Fairchild			283			283
Fokker			27	4		31
Grumman		14	7			21
McDonnell Douglas				7		7
Mitsubishi			1			1
Mohawk/Nord			9			9
NAMC/Nihon			14			14
Piper	8	186	9			203
Saab			60			60
Shorts			99			99
Sikorsky					8	8
Total 1987	**270**	**364**	**1156**	**28**	**23**	**1841**
Total 1986	**264**	**428**	**1051**	**17**	**46**	**1806**
Change	**6**	**−64**	**105**	**11**	**−23**	**35**

Source: 1988 Regional Airline Association Annual Survey—April 1988

Summary of All-Cargo Aircraft in Regional Airline Use in 1987

Manufacturer	Piston Single Engine	Piston Multi Engine	Turboprop	Jet	Helicopter	Total
Aero Commander			4			4
Beech	3	38	28			69
Britten Norman		1				1
CASA			4			4
Cessna	5	18	25			48
Convair		3	16			19
deHavilland	6		21			27
Dornier			3			3
Douglas		20				20
Embraer			5			5
Fairchild			14			14
Mitsubishi			5			5
NAMC/Nihon			4			4
Piper	28	63	2			93
Shorts			14			14
Total	**42**	**143**	**145**	**0**	**0**	**330**

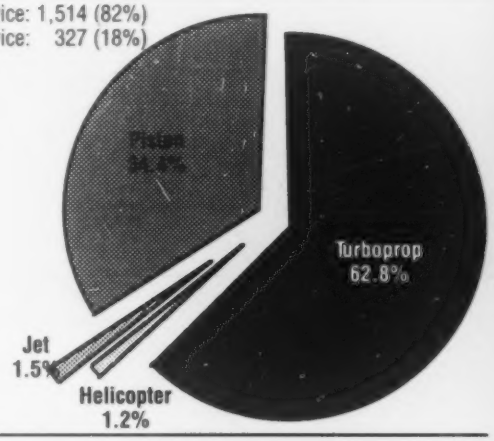
Source: Regional Airline Association Annual Survey - April, 1988

Distribution of Fleet by Seating Capacity and Engine Type

Total Fleet

Total Fleet—1,841 Aircraft	Percentage of Total Fleet
All Single Engine	14.9
Multi-Engine	
1–9	17.9
10–19	42.4
20–30	7.0
31–40	7.6
41>	7.4
Jets	1.5
Helicopters	1.2

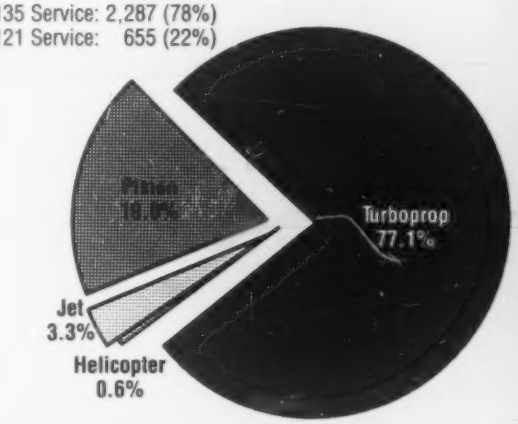
Total Aircraft in Part 135 Service: 1,514 (82%)
Total Aircraft in Part 121 Service: 327 (18%)



Hours Flown

Hours Flown—2,942 Hours	Percentage of Total Hours
All Single Engine	8.1
Multi-Engine	
1–9	10.3
10–19	50.3
20–30	9.0
31–40	9.8
41>	8.6
Jets	3.3
Helicopters	0.6

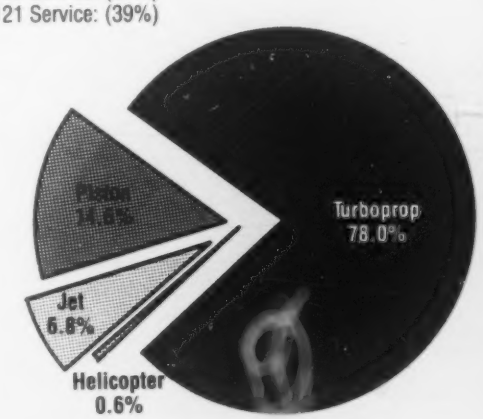
Total Hours (000's) in Part 135 Service: 2,287 (78%)
Total Hours (000's) in Part 121 Service: 655 (22%)



Available Seats

	Percentage of Available Seats
All Single Engine	4.9
Multi-Engine	
1–9	7.2
10–19	38.8
20–30	10.4
31–40	13.1
41>	18.2
Jets	6.8
Helicopters	0.6

Total Passenger Lift in Part 135 Service: (61%)
Total Passenger Lift in Part 121 Service: (39%)



Aircraft Picture Directory

Aerospatiale/Aeritalia ATR-42

Passenger capacity	46/50
Crusing speed (knots)	265
Maximum take-off weight (pounds)	36,817
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes

Aerospatiale/Aeritalia ATR-72

Passenger capacity	66/74
Cruising speed (knots)	286
Maximum take-off weight (pounds)	44,070
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes
Est. Delivery Date	1989

BAe ATP (Advanced Turboprop)

Passenger capacity	68
Cruising speed (knots)	268
Maximum take-off weight (pounds)	50,550
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes

BAe Jetstream 31

Passenger capacity	19
Cruising speed (knots)	260
Maximum take-off weight (pounds)	15,322
Type of powerplant	Garrett
Pressurization	Yes

BAe Super Jetstream 31

Passenger capacity	19
Cruising speed (knots)	270
Maximum take-off weight (pounds)	16,204
Type of powerplant	Garrett
Pressurization	Yes

BAe 146-100

Passenger capacity	88
Cruising speed (knots)	425
Maximum take-off weight (pounds)	84,000
Type of powerplant	Textron Lycoming
Pressurization	Yes

BAe 146-200

Passenger capacity	100
Cruising speed (knots)	425
Maximum take-off weight (pounds)	93,000
Type of powerplant	Textron Lycoming
Pressurization	Yes

BAe 146-300

Passenger capacity	108
Cruising speed (knots)	425
Maximum take-off weight (pounds)	93,000
Type of powerplant	Textron Lycoming
Pressurization	Yes

Beechcraft 1300

Passenger capacity	13
Cruising speed (knots)	290
Maximum take-off weight (pounds)	12,500
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes

Beech C99 (BE-99)

Passenger capacity	15
Cruising speed (knots)	248
Maximum take-off weight (pounds)	11,300
Type of powerplant	Pratt Whitney Canada
Pressurization	No

Beech 1900

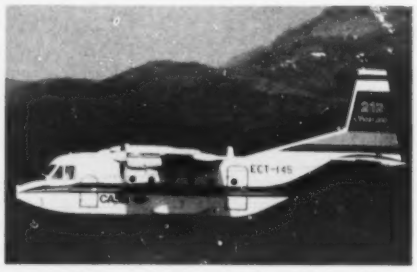
Passenger capacity	19
Cruising speed (knots)	256
Maximum take-off weight (pounds)	16,600
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes

Bromon BR-2000

Passenger capacity	46
Cruising speed (knots)	210
Maximum take-off weight (pounds)	29,750
Type of powerplant	General Electric
Pressurization	No
Est. Delivery Date	1990

Challenger Regional Jet CL 601-RJ

Passenger capacity	48
Cruising speed (knots)	460
Maximum take-off weight (pounds)	47,250
Type of powerplant	General Electric
Pressurization	Yes
Est. Delivery Date	1991–92



CASA C-212

Passenger capacity	23
Cruising speed (knots)	162
Maximum take-off weight (pounds)	16,975
Type of powerplant	Garrett
Pressurization	No

CASA CN-235

Passenger capacity	44
Cruising speed (knots)	240
Maximum take-off weight (pounds)	31,746
Type of powerplant	General Electric
Pressurization	Yes

Cessna 402 (CE-402)

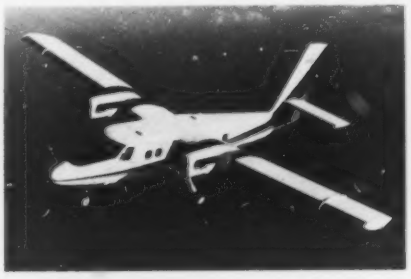
Passenger capacity	8
Cruising speed (knots)	174
Maximum take-off weight (pounds)	6,850
Type of powerplant	Teledyne Continental
Pressurization	No

Commuter Air Transports CATPASS 200

Passenger capacity	13
Cruising speed (knots)	239
Maximum take-off weight (pounds)	12,500
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes

Convair 580

Passenger capacity	44
Cruising speed (knots)	260
Maximum take-off weight (pounds)	30,275
Type of powerplant	Allison/Rolls Royce
Pressurization	Yes



deHavilland (DHC-6) Twin Otter

Passenger capacity	20
Cruising speed (knots)	182
Maximum take-off weight (pounds)	12,500
Type of powerplant	Pratt Whitney Canada
Pressurization	No

deHavilland (DHC-7) Dash 7

Passenger capacity	50–54
Cruising speed (knots)	228
Maximum take-off weight (pounds)	47,000
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes

deHavilland (DHC-8) Dash 8-100

Passenger capacity	36-40
Cruising speed (knots)	265
Maximum take-off weight (pounds)	34,500
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes

deHavilland (DHC-8) Dash 8-300

Passenger capacity	50-56
Cruising speed (knots)	285
Maximum take-off weight (pounds)	41,000
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes
Est. Delivery Date	Early 1989

Dornier 228-202

Passenger capacity	19
Cruising speed (knots)	231
Maximum take-off weight (pounds)	13,669
Type of powerplant	Garrett
Pressurization	No

Embraer CBA 123

Passenger capacity	19
Cruising speed (knots)	351
Maximum take-off weight (pounds)	18,739
Type of powerplant	Garrett
Pressurization	Yes
Est. Delivery Date	1991

Embraer (EMB-110) Bandeirante

Passenger capacity	19
Cruising speed (knots)	220
Maximum take-off weight (pounds)	13,007
Type of powerplant	Pratt Whitney Canada
Pressurization	No

Embraer (EMB-120) Brasilia

Passenger capacity	30
Cruising speed (knots)	294
Maximum take-off weight (pounds)	25,353
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes

Fairchild (SA-227-AC) Metro III

Passenger capacity	19
Cruising speed (knots)	270
Maximum take-off weight (pounds)	14,500/16,000
Type of powerplant	Garrett
Pressurization	Yes

Fokker F-27 Mk500

Passenger capacity	50
Cruising speed (knots)	259
Maximum take-off weight (pounds)	45,000
Type of powerplant	Rolls Royce
Pressurization	Yes

Fokker F-28 Mk400

Passenger capacity	85
Cruising speed (knots)	447
Maximum take-off weight (pounds)	73,000
Type of powerplant	Rolls Royce
Pressurization	Yes

Fokker 50

Passenger capacity	50
Cruising speed (knots)	285
Maximum take-off weight (pounds)	45,900
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes

Fokker 100

Passenger capacity	107
Cruising speed (knots)	432
Maximum take-off weight (pounds)	95,000
Type of powerplant	Rolls Royce
Pressurization	Yes

Nihon YS-11

Passenger capacity	58
Cruising speed (knots)	250
Maximum take-off weight (pounds)	55,100
Type of powerplant	Rolls Royce
Pressurization	Yes

Nomad N22B

Passenger capacity	12
Cruising speed (knots)	168
Maximum take-off weight (pounds)	8,500
Type of powerplant	Allison
Pressurization	No

Nomad II Airliner

Passenger capacity	16
Cruising speed (knots)	173
Maximum take-off weight (pounds)	9,200
Type of powerplant	Allison
Pressurization	No

Pilatus B-N (BN2B-20) Islander

Passenger capacity	8
Cruising speed (knots)	140
Maximum take-off weight (pounds)	6,500
Type of powerplant	Avco Lycoming
Pressurization	No

Piper PA-T1040

Passenger capacity	9
Cruising speed (knots)	220
Maximum take-off weight (pounds)	9,000
Type of powerplant	Pratt Whitney Canada
Pressurization	No

Saab 340

Passenger capacity	30-37
Cruising speed (knots)	272
Maximum take-off weight (pounds)	28,000
Type of powerplant	General Electric
Pressurization	Yes

Saab 340B

Passenger capacity	30-37
Cruising speed (knots)	285
Maximum take-off weight (pounds)	28,500
Type of powerplant	General Electric
Pressurization	Yes
Est. Delivery Date	Spring 1989

Shorts 330

Passenger capacity	30
Cruising speed (knots)	189
Maximum take-off weight (pounds)	22,900
Type of powerplant	Pratt Whitney Canada
Pressurization	No

Shorts 360-300

Passenger capacity	36
Cruising speed (knots)	217
Maximum take-off weight (pounds)	27,100
Type of powerplant	Pratt Whitney Canada
Pressurization	No

Skyt·ader 1400 Commuterliner

Passenger capacity	19
Cruising speed (knots)	170
Maximum take-off weight (pounds)	13,000
Type of powerplant	Garrett
Pressurization	No
Est. Delivery Date	1989

Aircraft Performance Chart

Reprinted from April *Business and Commercial Aviation*

How to Use the Commuter Airplane Charts

That the nature of airline operations is in a constant state of flux is no more evident than in the commuter/regional industry. For years B/CA's *Commuter* has operated its hypothetical fleet of airplanes over three different stage lengths to demonstrate approximately at which distance the airplane best operates in terms of economy and productivity.

The multiple segments also demonstrate where compromises must be made in payload in order to meet landing weight or zero fuel weight limits (several of the airplanes are landing weight limited over at least the 75-sm segment, which can be determined by subtracting the first-segment MF (block fuel) from the maximum ramp weight and comparing the result with maximum landing weight).

And, the more legs an airplane can complete without refueling increases the operator's ability to make favorable arrangements for buying and/or tankering fuel. The stage lengths reflect realistic short-, medium- and long-haul commuter routes.

Again in 1988 each aircraft is operated over continuous stages of 75,150 and 275 statute miles (150, 275 and 400 in the case of pure-jet equipment). In 1989 these parameters will be changed. The 75-sm segment will likely be dropped and a 400-sm segment added for piston-powered and turboprop models, reflecting the greater range demands of both independent and code-sharing regionals as well (Mesa Airlines currently operates a 462-sm segment between Dallas/Fort Worth and Roswell, New Mexico, with a 13-passenger CATPASS 200. Average passenger length of haul among the 12 larger publicly held regionals is now at about 185 sm, based on published financial data.

All flight segments are operated under sea level/ISA conditions and within the confines of a 14-hour duty day. The flight profile for each stage includes 10 minutes for taxi and takeoff, climb, cruise, descent to sea level, landing and taxi-in. Each turnaround carries an arbitrary time value of 20 minutes plus an additional 10 minutes should fueling be required—arbitrary in that the result is a fairly realistic annual utilization based on a six-day duty week.

Optimum altitudes were selected on the basis of both speed and economy and within the practical confines of the ATC system. Each flight segment required fuel reserves for an 87-nm alternate plus 45 minutes, all at cruise power and altitude.

Each mission begins by filling each available passenger seat with 200 pounds to represent both passenger and baggage, and frankly, to penalize the aircraft to the maximum extent possible. Careful attention is paid to landing weight, zero fuel weight, allowable payload and allowable fuel limitations. Available fuel is reduced to the minimum for that mission, plus reserves, prior to the removal of any passengers. When a passenger(s) must be removed for such considerations, his seat also is removed for the purposes of calculating that mission profile.

Other assumptions that may require some explanation are the following:

WEIGHTS—If no published zero fuel weight exists, landing weight is used. The basic operating weight (BOW) includes the equipped (to B/CA and FAR Part 135/121 standards) empty weight of the aircraft plus 340 pounds for two pilots, a 15-pound chart bag, 130 pounds for each required flight attendant and galley stores totalling two pounds per passenger seat for aircraft of more than 19 passenger seats.

PERFORMANCE PARAMETERS—All performance parameters are taken directly from the aircraft flight manual by B/CA staff or from the manufacturer's computerized performance data except where noted in the remarks column. Also, unless otherwise noted, all performance parameters are under ISA/sea level conditions.

SPEEDS—Speeds are listed in knots. BS is for block speed and MF for block (mission) fuel; TAS, FF and FL reflect the true airspeed, fuel flow and flight level during a typical cruise configuration segment.

PRODUCTIVITY FACTORS—In addition to the BS, MF and FL, eight pieces of information regarding each of the three different stage lengths appear in the B/CA productivity columns. In order, they are the number of segments each aircraft can be operated without having to refuel, the number of passengers that can be accommodated given existing weight limitations, total engine hours accumulated and the total pounds of fuel burned during the 14-hour duty day. In the second column is reflected the total number of flight segments, total seat miles, seat miles per block hour and seat miles per pound of fuel generated by each aircraft within the limits of the same 14-hour day.

This chart should make it a fairly easy task for each carrier or prospective carrier to factor in its own economic data based on its own financial parameters and accounting system as well as the confines of its existing or proposed route system and arrive at a comparative economic analysis of available aircraft. **B/CA**

COMMUTER AIRPLANES

MANUFACTURER MODEL B/CA EQPD. PRICE	CHARAC- TERISTICS Seating Seat Pitch Wing Noise	DIMENSIONS (ft) External Length Height Span Turn Radius	 Internal Length Height Width Bag. Vol/Pass.	POWER Engine Pwr. Output PSI	WEIGHTS (lb) Max Ramp Max TO Max Land	 Zero Fuel BOW Max Pld.	 Max Fuel Pld. M. Fuel Fuel M. Pld.	TAKEOFF A/S SL ISA 5,000 +20° C VMCA VXSE	CLIMB Rate (fpm) All Eng. Eng. Out	 ALT. (ft.) All Eng. Eng. Out	LIMITS VNE VA VFE VLO
Pilatus B-N Islander BN2B-26 $420,000	2 + 8 29.0 hi wing 77.7	35.7 12.4 49.0 31.0	10.0 4.1 3.6 5.3	2 Lyc O-540-E4C5 260 hp ea. —	6,240 6,200 6,200	6,200 4,469 1,731	780* 991 40	1,118 1,725 40 65	1,000 207	15,500 6,100	184 107 88 —
Pilatus B-N Islander BN2B-20 $457,800	2 + 8 29.0 hi wing 77.7	35.7 12.4 49.0 31.0	10.0 4.1 3.6 5.3	2 Lyc IO-540K1B5 300 hp ea. —	6,600 6,560 6,560	6,300 4,599 1,701	780* 1,221 300	1,155 1,733 40 65	1,150 205	19,800 6,300	184 107 88 —
Cessna Caravan I CE-208 $858,000	1 + 9 32.0 hi wing 71.8	37.6 14.8 52.1 31.9	15.8 4.5 5.3 37.9	1 P&W PT6A-114 600 shp —	8,035 8,000 7,800	7,800 4,276 3,524	2,224 1,535 235	2,200 3,100 — 86	1,040 —	25,500 —	175 150 175 —
Pilatus B-N Turbine Islander BN2T $892,500	2 + 8 29.0 hi wing 69.5	35.7 12.4 49.0 31.0	10.0 4.1 3.6 5.3	2 ALL 250-B17C 320 shp ea. —	7,045 7,000 6,800	6,600 4,295 2,305	1,440 1,310 445	1,250 1,900 47 75	1,050 215	25,500 10,200	152 113 88 —
Commuter Air Transports CATPASS 200-15 $1,327,200	2 + 13 28 low wing 79.2	43.8 14.5 54.5 38.8	16.9 4.8 4.5 4.3*	2 P&W PT6A-42 850 shp. ea. 6.5	12,590 12,500 12,500	11,000 8,174 2,826	3,645 771 1,590	4,475 6,150 86 115	2,540 765	25,000 22,700	260 182 200 182
GAF Nomad II N24A $1,334,284	2 + 16 29.0 hi wing 71.0	47.0 18.2 54.2 52.0	21.3 5.2 4.3 4.4	2 ALL 250B17C 420 shp ea. —	9,450 9,400 9,200	9,150 5,300 3,850	1,770 2,380 300	2,950 4,000 67 96	1,313 240	23,300 8,200	166 136 120 120
Cessna Caravan II CE-406 $1,425,000	2 + 12 28.0 low wing 69.9	39.0 13.1 49.5 31.5	12.8 4.3 4.7 7.6	2 P&W PT6A-112 500 shp ea. —	9,435 9,360 9,360	8,500 5,567 2,933	3,183 685 935	4,227 5,575 90 102	1,850 396	30,000 16,200	230 163 200 180
Embraer Bandeirante EMB-110-P1 $2,400,000	2 + 19 32.0 low wing 77.2	49.5 16.0 50.3 39.4	31.2 5.3 5.3 5.9	2 P&W PT6A-34 750 shp ea. —	13,073 13,007 12,566	12,015 8,350 3,665	2,948 1,775 1,058	3,600 5,600 84 117	1,650 339	21,500 9,500	230 169 148 146
Dornier GmbH 228-202 DO-228-202 $3,250,000*	2 + 19 30.0 hi wing 72.3	54.3 15.8 55.6 48.5	23.3 5.1 4.5 6.5	2 AR TPE331-5 715 shp ea. —	13,734 13,669 13,007	12,324 8,240 4,482	4,156 1,252 926	2,480 3,560** 79 66	1,860 NA	25,000 13,800	232 150 150 165
Fairchild Metro III SA-227-AC $3,450,500	2 + 19 30.0 low wing 74.8	59.4 16.7 57.0 38.5	25.4 4.8 5.2 9.1	2 AR TPE331-11U 1,000 shp ea** 7.0	14,600 14,500 14,000	13,900 9,150 4,750	4,342 1,108 700	3,950 5,450 91 114	2,370 740	27,000 14,500	248 175 215 175

COMMUTER AIRPLANES

	CRUISE	B/CA PRODUCTIVITY FACTORS									NOTES
		75 sm MISSION			150 sm MISSION			275 sm MISSION			
	TAS FF FL	Stages Fueling No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles SM/hr SM/lb	BS MF FL	Stages Fueling No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles SM/hr SM/lb	BS MF FL	Stages Fueling No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles SM/hr SM/lb	BS MF FL	Certification Basis Remarks
	137 174 050	1 7 7.8 1,224	12 6,300 808 5.15	100 102 050	1 6 8.93 1,536	8 7,200 806 4.69	116 192 050	1 6 11.5 1,860	6 9,900 861 5.32	125 310 050	FAR 23,1963 MGTOW 6,600 lbs outside U.S. *Tip tanks available.
	140 192 050	1 8 7.6 1,320	12 7,200 947 5.45	103 110 050	1 7 9.6 1,818	9 9,450 984 5.20	122 202 050	1 6 10.8 2,220	6 9,900 917 4.46	153 370 050	FAR 23, 1963 *Tip tanks available.
	182 378 080	7 9 8.75 2,685	15 10,125 1,157 3.77	111 179 060	4 9 9.33 3,120	10 13,500 1,446 4.33	139 312 080	2 9 10.97 3,647	7 17,325 1,580 4.75	153 521 100	FAR 23,1984 Baggage pod available.
	168 385 080	3 8 8.4 2,604	14 8,400 1,000 3.23	108 186 050	1 8 9.3 2,979	9 10,800 1,161 3.63	126 331 080	1 8 10.2 3,390	6 13,200 1,294 3.89	141 565 100	FAR 23,1965
	283 401 160	5 13 7.37 4,233	17 16,575 2,250 3.92	150 249 080	3 13 8.67 5,122	13 25,350 2,925 4.95	195 394 160	2 13 9.75 4,986	9 32,175 3,300 6.45	221 554 200	FAR 23, Appendix A Nov. 23, 1987 Takeoff and climb data to Appendix A stds. *Cargo Pod, nacelle lockers standard.
	151 330 100	1 13 7.37 2,384	13 12,675 1,720 5.32	115 183 065	1 13 10.05 2,826	9 17,550 1,746 6.21	116 314 100	1 12 10.4 3,252	6 19,800 1,904 8.08	130 542 100	FAR 23,1965 SFAR 23, 1968
	234 609 100	5 9 7.37 4,488	17 11,475 1,558 2.56	150 264 080	3 9 8.80 4,752	11 14,850 1,688 3.13	162 432 100	1 9 10.13 5,728	8 19,800 1,945 3.46	189 716 100	SFAR 41, 1986
	221 683 100	1 16 7.00 3,570	14 16,800 2,400 4.71	130 255 060	1 17 8.33 4,390	10 25,500 3,060 5.81	156 439 100	1 15 9.22 5,418	7 28,875 3,133 5.33	182 774 100	FAR 23,1969
	230 680 100	1 19 7.00 3,836	14 19,950 2,850 5.20	130 274 060	1 19 8.33 4,640	10 28,500 3,420 6.14	156 464 100	1 19 9.22 5,509	7 36,575 3,968 6.64	182 787 100	FAR 23 SFAR 41,1983 *B/CA estimate. **WAT limited 13,000 lbs.
	271 675 160	1 19 6.75 4,435	15 21,375 3,167 4.77	144 299 080	1 19 7.88 4,950	11 31,350 3,977 6.33	181 450 160	1 19 9.20 5,544	8 41,800 4,543 7.54	208 693 200	CAR 3,1965 SFAR 41, 1981 *1,100 shp wet.

COMMUTER AIRPLANES

MANUFACTURER MODEL B/CA EQPD. PRICE	CHARACTERISTICS Seating Seat Pitch Wing Noise	DIMENSIONS (ft) External Length Height Span Turn Radius	DIMENSIONS (ft) Internal Length Height Width Bag. Vol/Pass.	POWER Engine Pwr. Output PSI	WEIGHTS (lb) Max Ramp Max TO Max Land	WEIGHTS (lb) Zero Fuel BOW Max Pld.	WEIGHTS (lb) Max Fuel Pld. M. Fuel Fuel M. Pld.	TAKEOFF A/S SL ISA 5,000 - 20° C VMCA VXSE	CLIMB Rate (fpm) All Eng. Eng. Out	CLIMB ALT. (ft.) All Eng. Eng. Out	LIMITS VNE VA VFE VLO
Beech 1900 BE-1900 $3,458,000	2 + 19 30.0 low wing 77.4	57.8 14.8 54.5 39.3	23.2 4.8 4.5 9.6	2 P&W PT6A-65B 1,100 shp ea. 4.8	16,710 16,600 16,100	14,000 9,802 4,645	4,470* 4,507 2,710	3,800 5,650 97 120	2,330 490	25,000 13,000	250 190 170 182
British Aerospace Jetstream 31 BAe-3101 $3,550,000*	2 + 18 32.0 low wing 79.7/86.4	47.2 17.5 52.0 41.1	24.3 5.9 6.1 5.7	2 AR TPE331-10 940 shp ea. 5.5	15,322 15,212 14,550	13,889 9,590 4,299	3,042 2,765 1,650	4,600 4,600** 92 114	2,030 390	25,000 12,000	223 176 177 168
Fairchild Metro III (Heavy) SA-227-AC (H) $3,567,100	2 + 19 30.0 low wing 77.7	59.4 16.7 57.0 38.5	25.4 4.8 5.2 8.7	2 AR TPE331-11U 1,000 shp ea.* 7.0	16,100 16,000 15,500	13,900 9,230 4,680	4,342 2,538 2,200	4,650 6,200 91 119	2,300 550	25,000 11,000	248 185 215 175
Short Bros. Ltd. Shorts 330 SD3-30-200 $3,870,000	3 + 30 30.0 hi wing 71.2/81.8	58.0 16.2 74.7 54.0	31.1 6.5 6.5 7.0	2 P&W PT6A-45R 1,198 shp ea. —	23,000 22,900 22,600	22,600 15,100 7,500	3,840 4,060 400	3,900 4,300 74 105	1,180 180	20,000 8,300	198 157 148 148
Casa C212-300 $4,000,000*	3 + 26 30.0 hi wing 87.6/93.7	53.1 20.7 66.9 49.2	21.3 5.9 6.9 4.8	2 AR TPE331-10 925 shp ea.** —	17,086 16,975 16,424	15,653 10,450 5,203	3,537 3,099 1,433	3,264*** 4,790 85 110	1,670 341	28,000 11,500	200 146 135 —
Short Bros. Ltd. 360-300 SD3-60 $4,600,000	3 + 36 30.0 hi wing 67.9/80.1	70.8 23.7 74.8 53.5	36.2 6.5 6.5 8.1	2 P&W PT6A-67R 1,424 shp ea. —	27,200 27,100 26,500	26,500 17,350 8,300*	3,840 6,010 700	4,280 4,920** 81 110	952 230	20,000 13,400	196 159 150 150
Allison Super 580 CV 580A $5,400,000	3 + 50 36.0 low wing 74.3/85.7	81.5 29.2 105.3 65.0	51.8 6.5 8.1 8.5	2 ALL 501-D22G 4,000 shp ea.* 4.16	55,000 54,600 53,000	50,000 34,000 16,000	11,591 9,409 5,000	4,400 6,630 87 135	2,860 848	25,000 16,500	349 229 237 237
Embraer Brasilia EMB-120 $6,176,000	3 + 30 31.0 low wing 71.0/82.0	65.1 20.8 64.9 51.7	30.8 5.8 6.9 7.5	2 P&W PW-118 1,800 shp ea. 7.0	25,529 25,353 24,802	23,148 15,498 7,650	5,862 4,169 2,381	4,659 5,930* 91 136	2,120 675	29,800 17,200	269 185 200 200
Saab-Scania AB SF-340 $6,900,000*	3 + 35 30.0 low wing 77.0/84.0	64.8 22.5 70.3 52.0	34.1 6.0 7.1 6.4	2 GE CT7-5A2 1,735 shp ea. 7.0	28,100 28,000 26,500	25,200 17,710 7,490	5,695 4,695 2,900	4,200 5,200** 98 133	1,850 500	25,000 16,200	250 180 175 200
de Havilland Dash 8 DHC-8 $8,000,000	3 + 37 31.0 hi wing 80.7/95.1	73.0 24.7 85.0 59.3	31.4 6.17 8.1	2 P&W PW-120 2,000 shp ea. 5.5	34,700 34,500 32,900	31,000 22,000 9,000	5,678 7,022 3,700	3,150 3,950* 74 112	1,560 450	25,000 14,500	NA 163 148 158

COMMUTER AIRPLANES

	CRUISE	B/CA PRODUCTIVITY FACTORS									NOTES
	TAS FF FL	75 sm MISSION Stages Fueling No. Pass. Eng. Hrs. Total Fuel	 Total Trips Seat Miles SM/hr SM/lb	 BS MF FL	150 sm MISSION Stages Fueling No. Pass. Eng. Hrs. Total Fuel	 Total Trips Seat Miles SM/hr SM/lb	 BS MF FL	275 sm MISSION Stages Fueling No. Pass. Eng. Hrs. Total Fuel	 Total Trips Seat Miles SM/hr SM/lb	 BS MF FL	Certification Basis Remarks
	256 730 200	4 19 7.65 6,715	17 24,225 3,167 3.61	144 395 080	3 19 8.60 7,452	12 34,200 3,977 4.59	181 621 160	2 19 9.33 7,432	8 41,800 4,479 5.62	205 929 200	FAR 23,1965 SFAR 41(C) 1983 Cargo door std. *Wet wing
	253 605 200	2 18 7.47 4,912	16 21,600 2,893 4.40	139 307 100	2 18 8.80 5,712	12 32,400 3,682 5.67	177 476 150	1 18 9.33 5,784	8 39,600 4,243 6.85	205 723 200	SFAR 41,1982 *B/CA estimate. **WAT ltd. to 12,750 lb.
	273 601 200	6 19 7.65 5,083	17 24,225 3,167 4.77	144 299 080	4 19 9.10 5,681	13 37,050 4,071 6.52	86 37 160	3 19 10.20 6,408	9 47,025 4,610 7.34	211 712 180	CAR 3,1965 SFAR 41,1981 *1,100 shp wet.
	193 1,038 060	1 30 7.00 6,230	14 31,500 4,500 5.06	130 445 040	1 29 8.67 7,870	10 43,500 5,019 5.53	150 787 060	1 26 10.27 9,450	7 50,050 4,875 5.30	163 1,350 080	FAR 25,1976 *Plus escalators.
	198 775 100	1 24 7.58 4,797	13 23,400 3,086 4.88	111 369 060	1 25 8.70 5,553	9 33,750 3,879 6.08	134 617 100	1 23 10.62 7,301	7 44,275 4,170 6.06	158 1,043 100	FAR 25,1978 *B/CA estimate. **APR "on" ***Landing wt. ltd.
	214 1,047 100	2 36 7.75 6,900	15 40,500 5,226 5.87	126 460 080	1 36 8.83 7,750	10 54,000 6,480 6.97	156 775 100	1 36 9.33 9,121	7 69,300 7,425 7.60	174 1,303 100	FAR 25,1976 *Design payload. **WAT limited to 24,000 lbs.
	305 2,050 200	7 50 7.50 19,602	18 67,500 9,000 3.44	156 1,089 150	5 50 8.45 20,176	13 97,500 11,538 4.83	200 1,552 200	3 50 10.00 22,740	10 137,500 13,750 6.05	239 2,274 200	CAR 4b STC 1984 (Manufactured by Super 580 Aircraft Co.) *Flat rated
	294 980 230	6 30 7.65 6,681	17 38,250 5,000 5.73	144 393 100	4 30 8.88 8,372	13 58,500 6,585 6.99	190 644	3 30 10.05 8,730	9 74,250 7,388 8.51	214 970 230 150	FAR 25,1985 *WAT limited to 23,080 lbs.
	263 949 200	2 34 7.25 6,063	15 38,250 5,276 6.24	134 402 120	2 34 9.00 7,980	12 61,200 6,800 7.67	173 665 160	1 34 9.47 8,288	8 74,800 7,901 9.03	202 1,036 200	JAR/FAR 25,1984 *B/CA estimate. **WAT limited to 25,200 lbs.
	265 1,261 150	6 37 7.65 8,398	17 47,175 6,167 5.62	144 494 070	4 37 8.80 10,224	12 66,600 7,568 6.51	177 852 130	3 37 9.90 11,457	9 95,575 9,250 7.99	217 1,273 200	FAR 25,1984 *WAT limited to 31,100 lbs.

COMMUTER AIRPLANES

MANUFACTURER MODEL B/CA EQPD. PRICE	CHARAC-TERISTICS	DIMENSIONS (ft)		POWER	WEIGHTS (lb)			TAKEOFF	CLIMB		LIMITS	
	Seating Seat Pitch Wing Noise	External Length Height Span Turn Radius	Internal Length Height Width Bag. Vol/Pass.	Engine Pwr. Output PSI	Max Ramp Max TO Max Land	Zero Fuel BOW Max Pld.	Max Fuel Pld. M. Fuel Fuel M. Pld.	A/S SL ISA 5,000 +20° C VMCA VXSE	Rate (fpm) All Eng. Eng. Out	ALT. (ft.) All Eng. Eng. Out	VNE VA VFE VLO	
Aerospatiale/ Aeritalia ATR 42-300 $8,400,000	3 + 50 30.0 hi wing 84.5/94.0	74.4 24.9 80.6 56.0	31.4 6.3 8.4 7.4	2 P&W PW-120 1,800 shp ea. 6.0	36,861 36,817 36,155	33,510 22,130 10,766	9,920 4,885 3,351	3,527 4,921* 88 130	1,450 298	25,000 13,500	250 164 160 160	
Casa/Nurtanio CN-235 $8,700,000*	3 + 44 30.0 hi wing 84.0/87.0	70.0 26.9 84.7 62.2	32.7 6.2 8.9 5.6	2 GE CT7-9C 1,750 shp ea. 3.6	31,857 31,746 31,305	29,983 20,725 9,258	9,213 1,919 1,874	4,380 7,000 87 105	1,527 494	25,000 15,300	240 160 150 150	
de Havilland Dash 8 300 DHC-8-300 $10,000,000	3 + 50 32 hi wing 80.7/95.1	84.3 24.6 90.0 65.6	41.3 6.2 8.2 6.4	2 P&W PW-123 2,380 shp ea. 5.6	41,100 41,100 40,000	37,200 24,700 12,500	5,678 10,722 3,900	3,675 4,550* NA NA	1,800 450	25,000 13,500	NA 178 150 160	
Fokker B.V. Fokker 50 $10,000,000*	3 + 50 32.0 hi wing 81.0/95.9	82.8 27.8 95.2 59.3	52.4 6.4 8.2 7.7	2 P&W PW-124 2,160 shp ea. 5.47	45,900 45,900 43,500	40,700 28,370 12,330	9,092 8,440 5,200	3,440 7,220 — —	1,650 NA	25,000 12,500	227 177 180 170	
Aeritalia/ Aerospatiale ATR 72 $10,500,000	4 + 66 31 hi wing NA	89.1 25.1 88.8 63.0	63.0 6.3 8.4 6.1	2 P&W PW-124 2,400 shp ea. 6.0	47,466 47,400 47,047	43,430 25,947 16,535	11,025 9,547 4,035	3,500 6,577* 90 138	1,500 NA	25,000 11,500	250 172 170 170	
British Aerospace Adv. Turboprop ATP $11,500,000*	4 + 64 31.0 low wing NA	85.3 23.4 100.5 79.9	63.0 6.3 8.1	2 P&W PW-124 2,500 shp ea. 5.5	49,800 49,500 48,000	44,800 29,970 14,830	11,200 8,630 5,000	5,670 6,600 84 NA	1,550 330	25,000 10,500	260 165 180 160	
British Aerospace 146-100-30 $16,750,000*	4 + 82 33.0 hi wing 73.1/86.3	85.8 28.3 86.4 37.8	50.6 6.7 11.1 6.6	4 Avco ALF 502R-5 6,970 lbs ea. 6.5	84,500 84,000 77,500	68,500 49,000 19,500	20,640 14,860 16,000	3,790 6,730 91 185	2,900 NA	31,000 21,500	300 205 210 205	
British Aerospace 146-200-10 $17,750,000*	4 + 100 33.0 hi wing 76.5/86.6	93.8 28.3 86.4 41.2	58.4 6.7 11.1 7.2	4 Avco ALF 502R-5 6,970 lbs ea. 6.5	93,500 93,000 81,000	73,500 50,500 23,000	20,640 22,360 20,000	4,530 10,130 89 193	2,600 NA	31,000 17,000	295 220 205 205	
Fokker B.V. Fokker 100 $20,000,000*	5 + 107 32.0 low wing 84.2/94.0	116.6 27.9 92.1 48.0	69.5 6.6 10.2 8.4	2 RR TAY 15,100 lbs ea. 7.45	95,500 95,500 85,000	77,500 52,060 24,440	23,080 18,860 17,500	5,700 10,000 NA NA	3,000 NA	35,000 12,000	320 220 255 200	

COMMUTER AIRPLANES

	CRUISE	B/CA PRODUCTIVITY FACTORS									NOTES
	TAS FF FL	75 sm MISSION Stages Fueling No. Pass. Eng. Hrs. Total Fuel	 Total Trips Seat Miles SM/hr SM/lb	 BS MF FL	150 sm MISSION Stages Fueling No. Pass. Eng. Hrs. Total Fuel	 Total Trips Seat Miles SM/hr SM/lb	 BS MF FL	275 sm MISSION Stages Fueling No. Pass. Eng. Hrs. Total Fuel	 Total Trips Seat Miles SM/hr SM/lb	 BS MF FL	Certification Basis Remarks
	265 1,212 170	5 50 7.93 7,992	17 63,750 8,039 7.98	139 467 090	4 50 9.0 9,220	12 90,000 10,000 9.76	173 772 150	2 50 9.6 9,444	8 110,000 11,450 11.65	200 1,175 190	JAR/FAR 25,1985 *WAT limited to 36,155 lbs.
	242 1,115 160	1 44 7.23 6,538	14 46,200 6,387 7.07	126 467 090	1 44 8.80 8,360	11 72,500 8,250 8.68	162 760 120	1 43 10.13 9,848	8 94,600 9,336 9.61	189 1,231 160	FAR 25, 1986 *B/CA estimate.
	285 1,359 140	8 50 7.93 9,367	17 63,750 8,036 6.81	139 551 090	5 50 9.10 11,531	13 97,500 10,714 8.46	186 887 140	3 50 10.35 13,320	9 123,750 11,957 9.29	208 1,480 200	FAR 25 pending *WAT Ltd. to 36,700 lbs. All Data Preliminary.
	282 1,295 200	7 50 7.83 9,408	17 63,750 8,142 6.77	141 553 100	5 50 9.10 10,934	13 97,500 10,714 8.91	186 841 180	3 50 9.90 11,889	9 123,750 12,500 10.41	217 1,321 200	JAR/FAR 25 1987 *B/CA estimate.
	224 1,071 170	10 66 7.42 10,657	17 79,200 10,674 7.43	144 620 090	6 66 9.32 12,370	13 128,700 13,809 10.40	181 941 150	4 66 10.50 12,791	9 163,350 15,557 12.77	205 1,402 210	JAR/FAR 25 Pending *WAT Ltd. to 45,415 lbs. All Data Preliminary.
	246 1,414 120	6 64 7.73 10,384	16 76,800 9,931 7.40	134 649 090	4 64 880 11,364	12 115,200 13,091 10.14	177 947 120	3 64 10.00 12,616	8 140,800 14,080 11.16	191 1,577 160	JAR 25 pending *B/CA estimate.
		150 sm MISSION			275 sm MISSION			400 sm MISSION			
	382 3,850 300	4 82 8.47 32,844	14 171,745 20,277 5.23	215 2,346 200	3 82 9.74 38,852	11 248,087 25,484 6.39	270 3,532 300	2 82 10.58 41,985	9 295,553 27,948 7.04	296 4,665 310	FAR 25,1983 *B/CA estimate.
	383 4,119 300	3 100 8.47 34,118	14 209,446 24,728 6.14	213 2,437 190	2 100 9.79 37,268	11 301,545 30,904 8.12	269 3,388 300	2 100 10.62 44,244	9 360,431 33,939 8.15	295 4,916 310	FAR 25,1983 *B/CA estimate.
	436 4,250 350	4 107 8.19 37,621	15 240,750 29,396 6.40	274 2,508 250	3 107 8.86 41,163	11 323,672 36,532 7.86	341 3,742 340	2 107 10.58 48,160	10 428,000 40,454 8.88	378 4,818 350	JAR/FAR 25,1987 *B/CA estimate.

AA6

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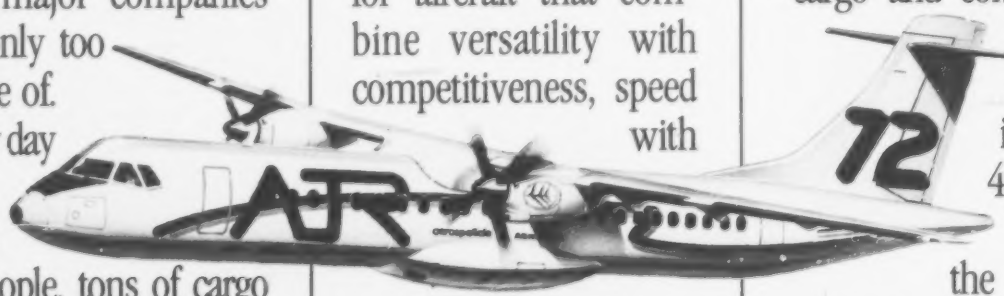

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"Glideslope"
"Five hundred"
"Check gear"
"Four hundred"
"Three hundred"
"Minimum"
"Two hundred"

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Burnside Ott, *advanced flight and simulator training, aircraft maintenance and logistical support; Pensacola, FL, 904/477-7360.*

Pacific Airmotive Corporation, *major turbine overhaul and factory-authorized Twin Pac facility in Burbank, CA, 818/842-5171.*

UNC Aerospace, *manufactures and repairs major jet engine components and critical airframe parts, Norwich, CT, 203/823-6500.*

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Airline Directory

Airline Directory

Ace Air Cargo, Inc. (C)
44050 Russia Road, Elyria, OH 44035
(216) 322-9848
Robert Johnston, President; Clarence Krach, General Manager/Director-Operations; Dan Abbott, Director-Maintenance; Jeff Noyes, Chief Pilot
Equipment: Cargo only: 6 Beech 18's, 2 Piper Aztecs

Action Airlines (XQ) (P)
P. O. Box 117, East Haddam, CT 06423
(203) 448-1646
John A. Rutledge, President; Virginia Rutledge, Secretary; John Bailey, Vice President; John Gallichon, Vice President
Equipment: 1 Piper Navajo, 1 Piper Cherokee Six

Aero Coach Aviation International, Inc. (DF) (P)
P. O. Box 21604, Ft. Lauderdale, FL 33335
(305) 359-1591
Thomas P. Cartier, President; Heather J. Cartier, Vice President; F. R. Knight, General Manager; Kevin McCarthy, Director-Maintenance; Robert Feldman, Director-Corporate Affairs, Dorothy T. Stuart, Director-Marketing
Equipment: 26 Cessna 402's

Aero Virgin Islands, Corp. (QY) (P)
P. O. Box 546, St. Thomas, VI 00801
(809) 776-8161
Reuben B. Wheatley, President; Cleophas Hodge, Director-Operations; Melvin Sprauve, Director-Maintenance; Maria Swan, Controller
Equipment: 5 Douglas DC-3's

Air Kentucky Airlines, Inc. (AL*) (P)
(dba Allegheny Commuter)
2421 Production Drive
Indianapolis, IN 46241
(317) 247-4700
David Gardner, President; Mickey Bowman, Vice President-Scheduling; Daljit Dhanjal, Director-Maintenance; Christopher Kelley, Director-Operations, Joseph LaFountain, Controller
Equipment: 5 Beech 99's, 3 Embraer Bandeirantes

Air L.A. (UE) (P)
3000 Clybourn Avenue, Burbank, CA 91505
(818) 843-1984
Wayne Schoenfeld, President/C.E.O.; William Wolf, Vice President-Marketing; Kenneth Dickey, Vice President-Finance; J. Elliot Black, Director-Operations
Equipment: 2 Cessna 421's, 3 Piper Navajos

Air Midwest, Inc. (ZV/EA*/TW*) (P,C,M)
(dba Eastern Express/Trans World Express)
P. O. Box 7724, Wichita, KS 67277
(316) 942-8137
Gary L. Adamson, Chairman; Robert L. Priddy, President/C.E.O.; John Myers, Sr. Vice President/C.F.O; Michael Scheidt, Sr. Vice President/C.O.O.; Robert Dynan, Vice President-Eastern Express; Fred Oxley, Vice President-Trans World Express; Dick Pacquette, Staff Vice President-Flying; Doug Shockey-Staff Vice President-Maintenance; Calvin Myers, Staff Vice President-Training; Jolynn Foster, Controller
Equipment: 35 Fairchild Metros, 7 Saab 340's, 7 Embraer Brasilias

Air Molokai Ltd. (3R) (P)
99 Kapalulu Place, Honolulu, HI 96819
(808) 836-3913
Ray L. Tilghman, President; Suzanne Garcia, Exec. Vice President/General Manager
Equipment: 8 Cessna 402's

Air Nevada Airlines, Inc. (LW) (P,C)
P. O. Box 11105, Las Vegas, NV 89111
(702) 736-2702
Myron L. Caplan, President; Lewis A. Caplan, Sr. Vice President-Operations; Brenda L. Caplan, Vice President-Marketing; Bruce Thomsen, Vice President-Finance; Scott Davidson, Chief Pilot
Equipment: 10 Cessna 402's, 3 Cessna 207's

Air New Orleans, Inc. (CO*) (P)
(dba Continental Express)
3545 North I-10 Service Road
Metairie, LA 70002
(504) 887-1996
Tony Jobe, President/C.E.O.; Eric Norton, Vice President/Director-Operations; Gordon Long, Vice President-Marketing/Planning; Bill Mercer, Vice President-Finance; Dave Keeton, Director-Customer Services; James Story, Chief Pilot
Equipment: 7 Beech 99's

Air Newark, Inc. (P)
1047 Anderson Avenue, Fort Lee, NJ 07024
(201) 592-0500
Antranig Aslanian, Jr., President; Lucian Whitaker, Vice President-Finance; George Apostle, Secretary/Treasurer; William Ruebman, Director-Maintenance
Equipment: 3 Piper Navajos

Air Resorts Airlines (UZ) (P,C)
2192 Palomar Airport Road
Carlsbad, CA 92008
(619) 438-3600
Ted Vallas, President; Joe Morga, Sr. Vice President; J. F. Coleman, Sr. Vice President; Patricia Miller, Vice President-Administration/Finance; James Biggie, Director-Maintenance
Equipment: 6 Convair 440's, Cargo only: 1 Convair 440
Note: Carrier does not provide scheduled air service.

Air Ruidoso, Ltd. (2R) (P,C)
P. O. Drawer 1279, Ruidoso, NM 88345
(505) 258-4900
Helene McCoy, President; Dennis McCoy, Vice President; R. E. Leverich, Vice President-Maintenance
Equipment: 2 Piper Navajos

Air Sedona (UJ) (P)
P. O. Box 3729, West Sedona, AZ 86340
(602) 282-7935
Jack E. Seeley, President/Director-Operations; John Ramsey, Vice President; Judith Seeley, Secretary; Doralee Ramsey, Treasurer
Equipment: 1 Cessna 172, 1 Cessna 182, 1 Cessna 206

Air South, Inc. (6D) (P,C,M)
22500 S.W. 288th Street
Homestead, FL 33030
(305) 248-6000
Ronald L. Hauck, President; Helen Hauck, Secretary/Treasurer; Frank Lindsey, Manager-Operations; Tony Zelisko, Director-Maintenance
Equipment: 2 Cessna 402's, 2 Britten Norman Tri-Islanders, 2 Piper Senecas

Air Sunshine, Inc. (YI) (P)
P. O. Box 22237
Ft. Lauderdale, FL 33335-2237
(305) 472-8900
Alan Adili, President; Mohammad Adili, Secretary/Treasurer/General Manager
Equipment: 3 Cessna 402's

Air Transport Holdings
(dba Jet Express)

Air Transportation Holding Co.
(dba Mountain Air Cargo, Inc.)

Air Wisconsin, Inc. (UA*) (P,C,M)
(dba United Express)
Outagamie County Airport
Appleton, WI 54915
(414) 739-5123
Preston Wilbourne, President/C.E.O.; William Andres, Exec. Vice President/C.O.O.; William Geenen, Vice President-Finance; Watson Whiteside, Vice President-Sales; Steve Leonard, Vice President-Operations; James Jansen, Vice President-Traffic
Equipment: 10 British Aerospace 146's, 6 Shorts 360's, 14 Fokker F-27's

Air-Lift Associates, Inc. (3L) (P,C)
P. O. Box 173, Raleigh/Durham Airport
Morrisville, NC 27560
(919) 840-4300
John T. Hoffman, President; Henry Pramov, Jr., Secretary; James Patterson, Vice President-Operations; Tim Luckwalt, Director-Maintenance
Equipment: 2 Beech Duchesses, 1 Piper Navajo, Cargo only: 2 Beech King Airs

Aircape, Inc.
(dba Nantucket Airlines)

Airpac Airlines, Inc. (RI) (C)
7277 Perimeter Road
Seattle, WA 98108
(206) 762-8006
Greg Thomas, President
Equipment: Cargo only: 2 deHavilland Twin Otters, 1 Beech 99, 3 Cessna 404's, 5 Piper Navajos, 3 Piper Senecas

Airplanes, Inc.
(dba Cal-West Aviation)

Airways International, Inc. (4A) (P)
474 Hunting Lodge Drive
Miami Springs, FL 33166
(305) 887-2794
Izad Djahanshahi, President/General Manager; Therese Djahanshahi, Secretary/Treasurer; Pervez Khan, Director-Operations; Mohamad Alishahi, Director; Nancy Paterson, Director-Marketing; Tom Aries, Director-Maintenance
Equipment: 5 Cessna 402's

Airline Directory

Alaska Airlines Commuter
See individual listings:
Bering Air, Inc.
ERA Aviation, Inc.
Horizon Air Industries
L.A.B. Flying Service, Inc.
Temsco Airlines

Alaska Island Air, Inc. (6D) (P,C,M)
P. O. Box 508
Petersburg, AK 99833
(207) 772-3130
Lloyd Roundtree, President/Owner; Dane Roundtree, Vice President; Irene Roundtree, Secretary/Treasurer
Equipment: 2 Cessna 180's, 1 deHavilland Beaver

Allegheny Commuter
See individual listings:
Air Kentucky Airlines, Inc.
Chautauqua Airlines
Crown Airways
Pennsylvania Commuter Airlines, Inc.
Pocono Airlines, Inc.
Suburban Airlines, Inc.

Alliance Airlines, Inc. (3A) (P)
9420 West 52nd Street
Kenosha, WI 53142
(414) 658-1300
James Beardsley, President/C.E.O.; Dick Fontaine, Exec. Vice President; Ken Krantz, C.F.O.; Carolyne Beardsley, Secretary
Equipment: 2 Cessna 404's 1 Cessna 402

Aloha Airlines Commuter
See individual listings:
Princeville Airways, Inc.

Alpha Aviation, Inc. (7V) (P)
6661 West Imperial Highway
Los Angeles, CA 90045
(213) 417-9744
Alan Bernstein, President; Julie Collins, Vice President; Anne Bernstein, Secretary; Jim Marshall, Director-Operations; Jeffrey Fenske, Chief Pilot
Equipment: 2 Cessna 402's

Alpine Aviation, Inc. (5A) (P,C,M)
P. O. Box 691, Provo, UT 84603
(801) 373-1508
Eugene R. Mallette, President; Bill Distefano, Vice President; Max Hansen, Secretary/Treasurer
Equipment: 4 Piper Navajos, Cargo only: 2 Piper Cherokees

Altus Airlines (BN*) (P)
P. O. Drawer M, Altus, OK 73522
(405) 477-3333
John P. Gover, Chairman/C.E.O.; Charles Thomas, III, President/C.O.O.
Equipment: 3 Cessna 402's

American Eagle
See individual listings:
AVAir, Inc.
Chaparral Airlines, Inc.
Command Airways, Inc.
Executive Air Charter, Inc.
Metro Airlines, Inc.
Metroflight, Inc.
Nashville Eagle, Inc.
Simmons Airlines, Inc.
Wings West Airlines, Inc.

American International Resorts, Inc.
(dba Air L.A.)

Ameriflight, Inc. (C)
4700 Empire Avenue, Hangar 1
Burbank, CA 91505
(818) 980-5005
Gary Richards, President; William F. Lepper, Exec. Vice President; John W. Hazlet, Jr., Director-Flight Operations; Jack S. Lee, Director-Maintenance
Equipment: Cargo only: 5 Piper Aztecs, 38 Piper Navajos, 12 Beech 99's, 5 deHavilland Twin Otters, 3 Cessna Caravans, 16 Piper Lances, 3 Piper Cherokee Sixes, 6 Piper Arrows

Apex Airlines (8M) (P,C)
Rock County Airport, Route 7, Highway 51 S, Janesville, WI 53545
(608) 752-1390
Randolph Pilgreen, President
Equipment: 1 Piper Navajo

Arctic Circle Air (5F) (C,M)
P. O. Box 60049, Fairbanks, AK 99706
(907) 474-0112
Dennis Michel, President/General Manager; Joseph Cochran, Director-Operations; Frederick Distad, Director-Maintenance; Don Singsaas, Chief Pilot
Equipment: Cargo only: 1 Piper Navajo, 1 Cessna 206
Note: To begin scheduled passenger operations June, 1988

Armstrong Air Service, Inc. (XG) (P,C,M)
P. O. Box 204, Dillingham, AK 99576
(907) 842-5361
Richard K. Armstrong, President; JoAnn Armstrong, Secretary/Treasurer; Nick Wahl, Vice President; Neil Armstrong, Director-Operations; Larry Wissbaum, Director-Maintenance; Douglas McCart, Chief Pilot
Equipment: 1 Cessna 180, 1 Cessna 185, 2 Cessna 207's, 1 deHavilland Beaver, 4 Piper Cherokee Sixes

Aspen Airways, Inc. (AP/UA*) (P,C,M)
(dba United Express)
3980 Quebec Street, Suite 217
Denver, CO 80207
(303) 320-4747
Don Martin, President; Gary Hickman, C.O.O.; Michael Carda, C.F.O.; Patricia A. Lee, Vice President-Marketing; Robert Westhoff, Vice President-Flight Operations; Glenn Shouldice, Vice President-Maintenance; Courtney Anderson, Director-Services
Equipment: 11 Convair 580's, 4 British Aerospace 146's

Atlantic Southeast Airlines, Inc. (DL*) (P)
(dba Delta Connection)
1688 Phoenix Parkway
College Park, GA 30349
(404) 996-4562
George F. Pickett, Jr., President/C.E.O.; John W. Beiser, Sr. Vice President-Sales/Service; Ronald W. Sapp, Vice President-Finance; Tilden M. Shanahan, Vice President-Operations; Samuel J. Watts, Vice President-Customer Services; Susan P. Dial, Asst. Vice President/Controller; James P. Trebes, Asst. Vice President-Technical Services
Equipment: 15 Embraer Bandeirantes, 19 Embraer Brasilias, 5 deHavilland Dash 7's, 8 Shorts 360's

Atlantis Airlines, Inc. (EA*) (P,C,M)
(dba Eastern Atlantis Express)
P. O. Box 2557
Florence, SC 29503
(803) 665-7700
William H. Best, C.O.B.; Lou M. Sutton, President; David A. Howard, Vice President-Planning/Marketing; Paul Cooper, Director-Finance/Administration; William Poniatowski, Director-Maintenance; C. D. Lamar, Director-Stations
Equipment: 4 British Aerospace Jetstream 31's, 1 Fairchild Metro

Audi Air, Inc. (7E) (P,C,M)
P. O. Box 60370, Fairbanks, AK 99706
(907) 474-0067
Walt Audi, President/Treasurer/Director-Maintenance; Marty MacDonald, Director-Operations
Equipment: 6 Cessna 207's, 3 Piper Navajos

AVAir, Inc. (AA*/CE) (P)
(dba American Eagle)
8601 Six Forks Road
Raleigh, NC 27615
(919) 848-2700
John D. Nicks, Vice President-Scheduling/Facilities
Equipment: 17 Fairchild Metros

Aviation Associates, Inc. (EA*) (P,C)
(Subsidiary—Metro Airlines, Inc.)
(dba Eastern Metro Express)
P. O. Box 1686, Kingshill, St. Croix, VI 00850
(809) 778-9200
Robert E. Phillips, President/C.E.O.; Charles M. Billman, Vice President-Operations; Edward J. Buckley, Staff Vice President-Marketing; Peggye Kujanpaa, Controller; John S. Stork, Sr., Director-Stations
Equipment: 11 deHavilland Twin Otters

B.A.S. Airlines (GS) (P,C)
Municipal Airport, Youngstown, OH 44501
(800) 245-3248
Leon Syrek, President; Dale G. Rabassi, Vice President; Terrence Ricker, Director-Operations; Bernard Hanlon, Director-Maintenance; Katherine Rabassi, Secretary/Treasurer
Equipment: 1 Piper Navajo

Baker Aviation, Inc. (8B) (P,C,M)
P. O. Box 708, Kotzebue, AK 99752
(907) 442-3108
Marjorie Baker, President; Lorraine Westlake, Secretary; Marcia Baker, Treasurer
Equipment: 1 Cessna 206; 3 Cessna 207, 1 Cessna 402

Bankair, Inc. (JA) (C,M)
Columbia Metro Airport, 2406 Edmond Hwy.
W. Columbia, SC 29169
(803) 794-7384
Nettie Dickerson, Owner, Charles Dickerson, President; Johnny Dickerson, Director-Operations; Tom Damour, Director-Maintenance
Equipment: Cargo only: 3 Piper Senecas, 1 Piper Cherokee Six, 1 Piper Aztec, 4 Aero Commander 690's, 5 Mitsubishi MU-2's

Airline Directory

Bar Harbor Airways, Inc. (EA*) (P,C)
(dba Eastern Express)
138 Maine Avenue, Bangor, ME 04401
(207) 941-6565
Allyn J. Caruso, President; Richard J. Rushmore, Jr., Sr. Vice President-Finance/Administration; Craig A. Pereira, Vice President-Northern Region; David E. Webber, Vice President-Southern Region; Don Pare, Vice President-Technical Services; David Hulick, Vice President-Finance; Gary Linscott, Vice President-Market Planning; John Van Arsdale, Vice President-Marketing
Equipment: 29 Beech 99's, 16 Beech 1900's, 6 Saab 340's, 3 Aerospatiale 42's

Barrow Air, Inc. (6Q) (P,C,M)
P. O. Box 943, Barrow, AK 99723
(907) 852-2334
J. A. Pederson, President; Molly Pederson, Vice President; Harry Kaleak, Vice President; Mike Aamott, Secretary/Treasurer
Equipment: 3 Cessna 207's

Basler Flight Service, Inc. (C)
P. O. Box 2305, Wittman Field
Oshkosh, WI 54903
(414) 235-1740
Warren Basler, President; Patricia Basler, Treasurer; Mike Basler, Vice President
Equipment: Cargo only: 11 Douglas DC-3's, 3 Beech Bonanzas, 2 Beech 18's, 2 Beech Barons

Beaver Aviation Services, Inc.
(dba B.A.S. Airlines)

Bellair, Inc. (5B) (P,C,M)
P. O. Box 371
Sitka, AK 99835
(907) 747-8636
Ken Bellows, President; Dee Hanson, Secretary/Treasurer; Damon Schmidt, Director-Maintenance
Equipment: 1 Cessna 185, 3 deHavilland Beavers

Bemidji Aviation Services, Inc. (CH) (P)
P. O. Box 624, Bemidji, MN 56601
(218) 751-1880
Larry A. Diffley, President; Barbara Berggren, Exec. Vice President; Mark E. Shough, Vice President/Director-Maintenance; Henri Verbrugghen, Director-Operations
Equipment: 3 Beech Queen Airs, 1 Beech 99

Bering Air, Inc. (AS*/8E) (P,C,M)
(dba Alaska Airlines Commuter)
P. O. Box 1650, Nome, AK 99762-1650
(907) 443-5422
James D. Rowe, President/Director-Operations; Christine Rowe, Vice President; Al Haddadi, Director-Maintenance; Richard Stern, General Manager; Douglas Holee, Chief Pilot
Equipment: 6 Piper Navajos, 2 Cessna 206's, 3 Cessna 207's, 1 deHavilland Beaver

Big Island Air, Inc. (2L) (P)
P. O. Box 1476, Kailua-Kona, HI 96745
(808) 329-0991
Lew Mims, Chairman; Sharon Shelton Mims, President; John J. Miles, Vice President/Director-Operations
Equipment: 2 Cessna 402's, 1 Cessna 207

Big Sky Transportation Co. (NW*) (P,C,M)
(dba Northwest Airlink)
P. O. Box 31397, 2720 Third Avenue North, Billings, MT 59107
(406) 245-9449
Terry D. Marshall, President/C.E.O.; Robert L. Hayes, Sr. Vice President/C.O.O.; Greg J. Peterson, Treasurer/C.F.O.; William J. Schuyler, Corporate Vice President/Director-Marketing; David C. Avey, Director-Flight Operations; Kevin J. Prophet, Director-Maintenance; Michael E. Higgason, Director-Customer Service
Equipment: 3 Cessna 402's, 8 Fairchild Metros

Blackhawk Airways, Inc. (BB) (C)
P. O. Box 744, Rock County Airport
Janesville, WI 53545
(608) 756-1000
Richard Wixom, President; Kevin Wixom, Director-Operations; Jeff Larsen, Chief Pilot
Equipment: Cargo only: 1 Beech Baron, 1 Piper Navajo, 1 Cessna 182, 10 Beech 18's

BO-S-Aire Airlines, Inc. (CW) (C)
P. O. Box 4, Route 7, Anderson, SC 29624
(803) 224-1676
J. C. Bowman, President; Don Hendricks, Chief Pilot
Equipment: Cargo only: 3 Beech 18's, 3 Douglas DC-3's

Braniff Express
See individual listings:
Capitol Air Service, Inc.
Midcontinent Airlines, Inc.

Britt Airways, Inc. (CO*/RU) (P,C,M)
(Subsidiary—Texas Air Corp.)
(dba Continental Express)
Hulman Regional Airport
Terre Haute, IN 47803
(812) 877-1535
John Prendergast, President; Norman K. McGinnis, Vice President-Central; Steve Schlachter, Vice President-Southern; George Chapman, Vice President-Operations; Russell Decker, Vice President-Maintenance; Adrian Steffis, Director-Stations
Equipment: 19 Fairchild Metros, 14 Fairchild F/FH-227's

Brockway Air, Inc. (NY) (PI*) (P)
(Subsidiary—Brockway Airline Division)
(dba Piedmont Commuter)
Clinton County Airport
Plattsburgh, NY 12901
(518) 561-4350
John A. Sullivan, President; Andrew N. Price, Vice President-Finance/Administration; Anthony vonElbe, Vice President/General Manager; William Sumner, Vice President-Operations; Phil Green, Vice President-Sales/Passenger Service; Don Nicolson, Director-Maintenance; Erik Hoagland, Chief Pilot
Equipment: 11 Beech 1900's

Brockway Air, Inc. (VT) (PI*) (P)
(Subsidiary—Brockway Airline Division)
(dba Piedmont Commuter)
One Calkins Court
South Burlington, VT 05403
(802) 658-5071
John A. Sullivan, President; Andrew N. Price, Vice President-Finance/Administration; Anthony vonElbe, Vice President/General Manager; Jim Drolette, Vice President-Operations; Phil Green, Vice President-Sales/Passenger Service; Frank Leagon, Director-Maintenance; Ross McLean, Chief Pilot
Equipment: 5 Saab 340's

Brockway Airline Division (AL*/PI*) (P)
(dba Allegheny Commuter/Piedmont Commuter)
One Calkins Court
South Burlington, VT 05403
(802) 658-5071
See individual listings:
Brockway Air, Inc. (NY)
Brockway Air, Inc. (VT)
Crown Airways

Business Express, Inc. (DL*) (P)
(dba Delta Connection)
Hangar 85-172, Bradley Airport
Windsor Locks, CT 06096
(203) 623-5188
James R. McManus, Chairman/President; Frank P. Arciuolo, Vice President-Marketing; James Malski, Vice President-Finance; John O'Brien, Vice President-Operations; Chester Hooper; Vice President-Maintenance
Equipment: 16 Beech 1900's, 6 Saab 340's, 4 Shorts 360's, 1 Fokker F-27

Cal-West Aviation (P,C,M)
81 John Glenn Drive, Concord, CA 94520
(415) 825-3544
Doug Serpa, President; Marshall Patterson, Vice President; Marvin Winograde, Vice President; Joyce Shroder, Vice President; Doug Cline, Chief Pilot; Robert Zapalac, Director-Operations; Doug Grunow, Director-Maintenance
Equipment: 4 Piper T-1040's, Cargo only: 2 Piper Navajos
Note: To commence scheduled operations during 1988.

Camai Air (3C) (P,C,M)
P. O. Box 787, Bethel, AK 99559
(907) 543-4040
Joseph C. Angiak, President; John Watts, III, Vice President-Operations; Alexie Jimmie, Vice President
Equipment: 2 Cessna 206's, 1 Piper Cherokee Six, 1 Cessna 172

Cape Smythe Air Service, Inc. (6C) (P,C,M)
P. O. Box 549, Barrow, AK 99723
(907) 852-8333
Thomas P. Brower, Sr., President; Grant B. Thompson, Vice President/General Manager; Dorcas Thompson, Treasurer; John R. Kruse, Secretary/Director-Maintenance; William A. Bemmels, Director-Operations; Patrick A. Tuttle, Chief Pilot
Equipment: 2 Cessna 185's, 5 Cessna 207's, 6 Piper Navajos, 2 deHavilland Twin Otters

Airline Directory

Capitol Air Service, Inc. (BN*/RX) (P)
(dba Braniff Express)
Municipal Airport, Manhattan, KS 66502
(913) 539-7623
William S. Fogerson, President; Vaughan Smithwick, General Manager/Chief Pilot; Brenda Simons, C.F.O.; Robert Singer, Director-Operations; Terry Martin, Director-Maintenance
Equipment: 2 deHavilland Twin Otters, 5 Cessna 402's

Caribbean Express, Inc. (WH) (P)
P. O. Box 279, Miami Springs, FL 33116
(305) 871-5757
Gilbert Chacon, President/C.E.O./General Manager; Bill Thompson, C.O.O.; Lordes Diaz, Director-Marketing; John A. Marchini, Director-Maintenance; Ray Kinsey, Director-Operations/ Chief Pilot; Brian Lippincott, Controller
Equipment: 4 Embraer Bandeirantes, 3 Cessna 402's

Catskill Airways, Inc. (KF) (P)
RD 4, Box 72I, Municipal Airport
Oneonta, NY 13820
(607) 432-8222
Stephen C. Low, President/Director-Operations; William Lunn, Exec. Vice President; Robert Lazina, Director-Maintenance; William Ryan, Asst. Director-Operations; Bogdan Szajer, Chief Pilot
Equipment: 3 Beech 99's

CCAir, Inc. (PI*) (P)
(dba Piedmont Commuter)
9401 Arrowpoint Boulevard
Charlotte, NC 28217
(704) 527-7670
Roy A. Hagerty, President; John P. Reed, Vice President-Sales/Service; Virginia Bennett, Vice President-Finance/ Administration; Emmett C. Merrick, Vice President-Operations
Equipment: 14 British Aerospace Jetstream 31's, 8 Shorts 360's

Chalk's International Airline, Inc. (BK) ()
1550 S.W. 43rd Street
Ft. Lauderdale, FL 33135
(305) 947-1308
I. G. Davis, President; Richard H. Olsen, Exec. Vice President; S. Paul Allen, General Manager; Claude Austin, Director-Maintenance; Hugh Riesdorph, Director-Operations
Equipment: 4 Grumman Mallards

Channel Flying, Inc. (IH) (P,C,M)
8995 Yandukin Drive, Juneau, AK 99801
(907) 789-3331
Ken Loken President; Ray Landingham, Vice President; Craig Loken, Secretary/ Treasurer
Equipment: 2 Cessna 206's, 1 Cessna 185, 1 Grumman Goose, 3 deHavilland Beavers

Chaparral Airlines, Inc. (AA*/FC) (P,C,M)
(Subsidiary—Metro Airlines, Inc.)
(dba American Eagle)
P. O. Box 206, Abilene, TX 79604
(915) 675-8000
Clark Stevens, President/C.O.O.; R. G. Vick, Vice President-Traffic/Development; Jim Shaw, Vice President-Flight Operations; Chuck Cole, Vice President-Maintenance; Jerry Cunningham, Controller; Kim Gilbert, Director-Stations; Daon Stephens, Director-Traffic & Sales
Equipment: 15 British Aerospace Jetstream 31's, 4 Grumman G1-C's, 3 CASA 212's

Chautauqua Airlines (AL*) (P,C,M)
(dba Allegheny Commuter)
RD 1 Airport Drive
Jamestown, NY 14701
(716) 664-2400
E. Joel Hall, President; Gloria Hall, Exec. Vice President
Equipment: 3 Beech 99's, 2 Shorts 330's, 7 Fairchild Metros

Chester County Aviation, Inc. (2D) (P)
P. O. Box 311, Coatesville, PA 19320
(215) 384-9000
Alex Sheves, President; Raymond Conway, Vice President/Director-Operations; Tony Roberts, Supervisor-Maintenance; David Earll, Manager-Operations
Equipment: 1 Mitsubishi MU-2, 1 Piper Aztec, 1 Cessna 421

Chitina Air Service (P,C,M)
P. O. Box 720, Cordova, AK 99574
(907) 424-3534
Gary Graham, Owner/General Manager/ Director-Operations
Equipment: 3 Cessna 206's, 1 Cessna 207, 1 Cessna 185

Christman Air System (SX) (P,C)
P. O. Box 776, Washington, PA 15301
(412) 225-4000
Walter Christman, President; Jerry Gooden, Vice President; Tim Akey, Director-Maintenance; Jim Corbett, Director-Flight Operations; Henrik Vejlstrup, Chief Pilot
Equipment: 3 Beech 99's, 1 Embraer Bandeirante

Clearwater Flying Service
(dba Empire Airways)

Coastal Air Transport, Inc. (DQ) (P,C)
P. O. Box 3985, Christiansted
St. Croix, VI 00820
(809) 773-6862
Michael W. Foster, President; Julie Thomas, Vice President-Sales; Pat Worede, Vice President-Operations
Equipment: 1 Cessna 402

Coastal Airlines, Inc.
(dba National Air)

Coastal Airways (PN) (P,C)
1246 Old Olympic Highway
Sequim, WA 98382
(206) 683-4444
Jack Sallee, President; Andrew Sallee, Vice President; Winnie Sallee, Secretary/ Treasurer; Jim Keithley, Manager-Maintenance
Equipment: 2 Cessna 402's

Colgan Airways Corp. (UA*) (P,C)
(Subsidiary—Presidential Airways, Inc.)
(dba United Express)
13873 Park Center Road, Suite 400,
Herndon, VA 22071
(703) 478-5400
Harold J. Pareti, President; Wesley C. Moore, Exec. Vice President; John C. Utter, Treasurer
Equipment: 7 British Aerospace Jetstream 31's

Comair, Inc. (DL*) (P,C)
(dba Delta Connection)
P. O. Box 75021
Cincinnati, OH 45275
(606) 525-2550
Raymond A. Mueller, C.O.B.; David R. Mueller, President/C.E.O.; David A. Siebenburgen, Exec. Vice President/ C.O.O./C.F.O.; Charles E. Curran, Sr. Vice President-Marketing; K. Michael Stuart, Sr. Vice President-Operations; Linda Landers, Vice President-Customer Services
Equipment: 15 Saab 340's, 21 Fairchild Metros, 12 Embraer Bandeirantes

Command Airways, Inc. (AA*) (P)
(dba American Eagle)
Dutchess County Airport
Wappingers Falls, NY 12590
(914) 462-6100
Kingsley Morse, President; David Long, Exec. Vice President-Maintenance/ Operations; Elizabeth Gephart, Vice President-Marketing; Steve Brown, Vice President-Finance; Ann Dudley, Director-Stations; Dan Lee, Director-In-Flight
Equipment: 5 Shorts 330's, 3 Shorts 360's, 4 Aerospatiale 42's

Conquest Airlines
County Airport, 2748 Viterbo Road, Box 14,
Beaumont, TX 77705
(409) 722-0860
Victor Rivas, President; Rafael Rivas, Vice President
Equipment: 5 Beech 1900's
Note: To commence scheduled operations during 1988.

Continental Express
See individual listings:
Air New Orleans, Inc.
Britt Airways, Inc.
Provincetown-Boston Airways, Inc.
Rocky Mountain Airways, Inc.
Southern Jersey Airways, Inc.

Cook Inlet Aviation, Inc. (P,C,M)
P.O. Box 175, Homer Airport
Homer, AK 99603
(907) 235-8163
Dennis Rothgeb, President/Director-Operations/Chief Pilot; Mel Abrams, Vice President-Maintenance/Operations; Barbara Rothgeb, Vice President
Equipment: 2 Cessna 207's, 1 Cessna 172

Airline Directory

Crown Airways (AL*) (P,C,M)
(Subsidiary—Brockway Airline Division)
(dba Allegheny Commuter)
DuBois-Jefferson County Airport
Falls Creek, PA 15840
(814) 371-2691
John A. Sullivan, President; Andrew N. Price, Vice President-Finance/Planning; Al Beiga, Vice President/General Manager; George Bell, Director-Maintenance; Bill Paulson, Chief Pilot
Equipment: 3 Shorts 330's, 4 deHavilland Twin Otters

Crown Air/Dorado Wings (KW) (P,C)
San Juan International Airport
Isla Verde, PR 00913
(809) 791-0969
Tony Santana, President; Albert Munet, General Manager/Director-Operations/Chief Pilot
Equipment: 5 Britten Norman Islanders

Cumberland Airlines (NQ) (P,C,M)
(Subsidiary—Nicholson Air Service, Inc.)
P. C. Box 1611, Cumberland, MD 21502
(304) 738-8640
A. D. Nicholson, President; Dale B. Nicholson, Vice President; R. E. Nicholson, Vice President; Ken Growed, Chief of Maintenance, Dennis Rickard, Chief Pilot
Equipment: 5 Piper Navajos

Delta Connection
See individual listings:
Atlantic Southeast Airlines, Inc.
Business Express, Inc.
Comair, Inc.
SkyWest Airlines, Inc.

Direct Air, Inc. (UO) (P,C)
3805 East County Road 400-N
Kokomo, IN 46901
(317) 452-4031
Michael J. Pittard, President; Lawrence N. Bangs, Vice President
Equipment: 1 Piper T-1020

East Hampton Aire (IN) (P,C)
P. O. Box CCC, East Hampton, NY 11937
(516) 537-3555
Mike Decker, General Manager; Bill Williams, Director-Maintenance; Al De Santis, Chief Pilot
Equipment: 2 Beech 99's

Eastern Express
See individual listings:
Air Midwest, Inc.
Atlantis Airlines, Inc.
Aviation Associates, Inc.
Bar Harbor Airlines, Inc.
Eastern Metro Express
Precision Valley Aviation, Inc.
Southern Jersey Airways, Inc.

Eastern Metro Express (EA*/HY) (P)
(Subsidiary—Metro Airlines, Inc.)
1895 Phoenix Boulevard, Suite 300
Atlanta, GA 30349
(404) 997-0431
J. L. Seaborn, President/C.E.O.; Douglas Caldwell, Exec. Vice President/C.O.O.; Fred S. Breeden, Vice President-Finance/Administration; Guy Boney, Vice President-Maintenance/Engineering; Curtis Williams, Vice President-Customer Sales/Service; Joe Travis, Vice President-Flight Operations
Equipment: 19 British Aerospace Jetstream 31's, 8 deHavilland Dash 8's

Emerald Air, Inc. (OD) (P,M)
3144 Bee Caves Road, Austin, TX 78746
(512) 328-1620
Wallace Graner, Chairman/President/C.E.O.; Robert L. Grand, Vice President-Finance/C.F.O.; Stanley A. Cooper, Vice President-Operations; Lane Eason, Vice President-Technical Services; Robert Wilbanks, Director-Maintenance
Equipment: 4 DC-9-10's

Empire Airways (EM) (P,C)
11101 Airport Drive, Hayden Lake, ID 83835
(208) 772-4048
Mel Spelde, President; Bonnie Hiatt, Controller/C.F.O.; David B. Holloway, Secretary/Director-Operations; Steve Foster, Director-Maintenance
Equipment: 2 Fairchild Metros, Cargo only: 1 Fairchild Metro

ERA Aviation, Inc. (AS*/7H) (P,C,M)
(dba Alaska Airlines Commuter)
6160 South Airpark Drive
Anchorage, AK 99502
(907) 248-4422
Dave Baumeister, President; Wilbur O'Brien, Sr. Vice President; Chuck Johnson, Exec. Vice President; Jim Vande Voorde, Vice President-Fixed Wing; Dana Rudd, Vice President-Maintenance; John Finotti, Controller
Equipment: 3 Convair 580's, 8 deHavilland Twin Otters

Exec Express II Airlines (AD) (P)
Meacham Airport Terminal Bldg., Suite 201
Fort Worth, TX 76106
(817) 625-7050
Philip H. Trenary, President/C.E.O.
Equipment: 6 Piper Navajos, 4 Piper T-1020's

Executive Air Charter, Inc. (AA*) (P,C,M)
(dba American Eagle)
Call Box 2112, Carolina, PR 00630
(809) 791-8070
Joaquin Bolivar, Chairman/C.E.O.; Jose Facundo, President/C.O.O.; Mike Martinez, Vice President-Sales/Marketing; Raul Lopez, Vice President-Maintenance; Ariel Alvarez, Director-Operations; Cecilio Rivera, Director-Stations; Carmen Camara, Manager-In-Flight
Equipment: 10 CASA 212's, 4 Aerospatiale 42's

Express Air, Inc. (FX) (P)
Municipal Airport, New Bedford, MA 02746
(617) 994-9982
Michael Josefek, President; Harry Fernandes, Vice President/Secretary; John Fernandez, Jr., Treasurer
Equipment: 2 Cessna 402's

Express Airlines I, Inc. (NW*) (P,M)
(dba Northwest Airlink)
1777 Phoenix Parkway, Suite 303
Atlanta, GA 30349
(404) 991-3333
Michael J. Brady, President/C.E.O.; H. Eugene Belcher, Exec. Vice President-Operations; Elton R. McKenzie, Exec. Vice President/C.F.O.; John E. Molis, Sr. Vice President-Maintenance/Engineering; Edward C. Junker, Vice President-Finance/Administration; E. K. Johnson, Vice President-Flight Operations
Equipment: 22 British Aerospace Jetstream 31's, 11 Saab 340's

Fischer Brothers Aviation (ML*) (P)
(Subsidiary—Midway Airlines, Inc.)
(dba Midway Connection)
900 Capital Airport Drive
Springfield, IL 62707
(217) 789-0095
Richard E. Pfennig, President; Armando Cardenas, Vice President-Flight Operations; Mark Fischer, Vice President-Customer Service; Gordon Jones, Director-Maintenance; Bob Scott, Director-Flight Control; Mark Zweidinger, Chief Pilot
Equipment: 11 Dornier 228's

Flamenco Airways, Inc. (FK) (P,C,M)
P. O. Box 224, Culebra, PR 00645
(809) 722-0237
Noemi, Gonzalez, President; Edwin Tabales, Vice President; Charles O'Day, Director-Operations; Luis Gonzalez, Director-Maintenance
Equipment: 5 Britten Norman Islanders; 1 Britten Norman Tri-Islander

Flight Line, Inc. (EC) (C)
P. O. Box 2468, Jackson, MS 39205
(601) 932-2255
Dennis M. Miller, President; Dennis Jennings, Director-Operations; Jerry Roan, Director-Maintenance; William E. Powers, Vice President; Tom L. Kerr, Treasurer
Equipment: Cargo only: 2 Embraer Bandeirantes, 2 Piper T-1040's, 2 Cessna 402's, 2 Beech Barons

Flight Trails, Inc.
(dba Air Resorts Airlines)

40-Mile Air Ltd. (6M) (P,C,M)
6262 Old Airport Road, Fairbanks, AK 99709
(907) 474-0518
Charles Warbelow, President; Arthur Warbelow, Secretary/Treasurer; Jim Tupper, Director-Maintenance
Equipment: 2 Cessna 206's, 4 Cessna 207's, 2 Cessna 185's, 1 Piper Navajo, 2 Piper Super Cubs, Cargo only: 3 deHavilland Otters

Friendship Air Alaska (4H) (P,C,M)
3806 University Avenue South
Fairbanks, AK 99709
(907) 474-0261
Robert F. Schafer, President; Richard D. Larson, Vice President-Services; Charles N. Dexter, Vice President-Administration; Lawrence Fuller, Vice President-Flight Operations; William Scharrer, Director-

Airline Directory

Maintenance; Rory Chruickshank, Chief Pilot
Equipment: 3 Piper Navajos, 2 Cessna 208's, 20 Cessna 207's

Frontier Flying Service, Inc. (2F) (P,C,M)
3820 University Avenue
Fairbanks, AK 99709-3820
(907) 474-0014
John Hajdukovich, President; Gerald Kocer, Vice President; John F. Hajducovich, Vice President-Operations
Equipment: 1 Piper T-1040, 4 Piper Navajos, 1 Douglas DC-3, 1 Cessna 207

Galena Air Service, Inc. (AK) (P,C,M)
P. O. Box 188, Galena, AK 99741
(907) 656-1220
Norm Yeager, President; Rose Yeager, Vice President
Equipment: 3 Cessna 207

GCS Air Service, Inc. (7R) (P)
8240 State Route 309, Municipal Airport
Galion, OH 44833
(419) 468-3335
William Fischer, President/C.E.O.; Rob Baker, Secretary/Treasurer; James Heydinger, Director-Operations; Tom Lantz, Director-Maintenance
Equipment: 2 Beech Queen Airs

Glazov Aviation, Inc.
(dba Mammoth Air Shuttle)

Golden Pacific Airlines (YB) (P,C)
4705A The Concourse, Kingman, AZ 86401
(602) 757-3214
Jerry Holm, President/Treasurer; Ty Osborne, Secretary; Leonard Helco, Vice President-Maintenance; James Aulgur, Director-Operations
Equipment: 4 Cessna 402's

Grand Canyon Airlines, Inc. (YE) (P)
P. O. Box 3038, Grand Canyon, AZ 86023
(602) 638-2463
John R. Seibold, President; Ronald L. Warren, Vice President/General Manager; Elling Halvorson, Secretary/Treasurer; Robert J. Donaldson, Chief Pilot; Larry V. Stevenson, Director-Maintenance; Howard D. Jackson, Director-Ground Services; Christina C. Littleboy, Director-Customer Services
Equipment: 3 deHavilland Twin Otters

Great Lakes Aviation Ltd. (ZK) (P,C,M)
R.R. 3, Box 115A, Municipal Airport
Spencer, IA 51301-9211
(712) 262-7734
Douglas G. Voss, President/C.E.O.; Larry D. Young, Vice President/Director-Operations; Eric Winger, Vice President/Director-Marketing; Richard Fontaine, Vice President-Scheduling/Planning; Gayle Bartelt, Director-Maintenance; Vernon A. Mickelson, Vice President-Maintenance; Alan Fischer, Chief Pilot
Equipment: 3 Beech 99's, 1 Beech 1900

Gulfstream Airlines, Inc. (7G) (P,C)
P. O. Box 751, South Windsor, CT 06074
(800) 634-8882
Mark F. Butler, President/C.E.O.; John F. Butler, Vice President-Operations; Arthur L. Clouga, Vice President-Finance; Craig M. Butler, Vice President-Air Cargo
Equipment: 3 Piper Navajos, 2 Piper Aztecs

Haines Airways, Inc. (7A) (P,C,M)
P. O. Box 470, Haines, AK 99827
(907) 766-2646
Raymond Willard, President; Michael Shallcross, C.E.O.; Midge Stokely, Secretary; Dawn Rossit, Director-Marketing; Paul Franz, Director-Maintenance; Barbara Shallcross, Director-Operations
Equipment: 2 Piper Cherokee Sixes, 1 Piper Cherokee, 1 Cessna 206

Harbor Air Service (8H) (P,C,M)
P. O. Box 269, Seward, AK 99664
(907) 224-3133
Linda K. Pfleger, President; Ludwig H. Pfleger, Vice President
Equipment: 2 Cessna 207's

Harbor Airlines, Inc. (AS*/HG) (P,C)
(dba Alaska Airlines Commuter)
P. O. Box 160, Oak Harbor, WA 98277
Jerry C. Patterson, President/Treasurer; William Hildebrand, Chief Pilot
Equipment: 3 Piper Navajos

Havasu Airlines (HW) (P,C)
(Subsidiary—Nicholson Air Service, Inc.)
P. O. Box 2125, Lake Havasu City, AZ 86403
(602) 855-4945
A. D. Nicholson, President; R. E. Nicholson, Vice President; William Dare, Director-Operations; Dale Brown, Chief Pilot; Cindy Secor, Director-Stations; Birgit Sellars, Director-Services; Paul Arakawa, Director-Maintenance
Equipment: 3 Piper Navajos

Henson Aviation, Inc. (PI*) (P,C,M)
(Subsidiary—Piedmont Aviation, Inc.)
(dba Piedmont Regional Airline)
Salisbury Wicomico County Airport
Salisbury, MD 21801
(301) 742-2996
Richard A. Henson, Chairman/C.E.O.; Thomas A. Foltz, Vice President-Finance; John W. Presburg, Vice President-Route Development/Planning; Norman S. Grubb, Vice President-Maintenance; Stephen R. Farrow, Vice President-Flight Operations; Robert Pfrommer, Vice President-Field Operations
Equipment: 8 Shorts 330's, 6 deHavilland Dash 7's, 13 de Havilland Dash 8's

Hermens Air, Inc. (BF*/2E) (P,C,M)
(dba Hermens/MarkAir Express)
P. O. Box 7010, Bethel, AK 99559
(907) 543-4220
Stan Hermens, President; Ruth Hermens, Vice President; Bill Ward, General Manager; Wayne Peterson, Director-Operations; Jim Feaster, Director-Maintenance; Phil Brown, Chief Pilot
Equipment: 10 Cessna 207's, 1 Cessna 202, 7 Cessna Caravans, 1 Cessna 404, 1 Piper T-1040, 2 deHavilland Twin Otters

Holiday Airlines, Inc. (JO) (P)
North Terminal
Newark International Airport
Newark, NJ 07114
(201) 961-2770
H. Klein, President; D. Borzomati, Vice President
Equipment: 5 deHavilland Twin Otters

Horizon Air Industries, Inc. (AS*) (P,C,M)
(Subsidiary—Alaska Air Group, Inc.)
(dba Horizon Air)
19521 Pacific Highway South
Seattle, WA 98188
(206) 241-6757
John F. Kelly, President/C.E.O.; George D. Bagley, Sr. Vice President-Flight Operations; John C. Kehoe, Vice President-Finance/Controller; Arthur Thomas, Vice President/General Counsel/Secretary; William S. Ayer, Vice President-Marketing/Planning; R. Raymond Hall, Vice President-Stations; Kenneth L. Hobby, Vice President-Maintenance/Engineering
Equipment: 25 Fairchild Metros, 10 deHavilland Dash 8's, 3 Fairchild F-27's, 2 Fokker F-28's

HubExpress, Inc. (5E) (P)
Minuteman Airfield, Stow, MA 01775
(800) 962-4744
Morris E. Flater, President; Joseph C. Gross, Vice President-Operations; William J. Polcsa, Director-Sales; John Robbins, Director-Maintenance; Alton Morais, Chief Pilot, Jon Bryan, Director-Marketing
Equipment: 2 Bell 206's

Iliamna Air Taxi, Inc. (LS) (P,C,M)
P. O. Box 109, Iliamna, AK 99606
(907) 571-1248
Timmothy J. La Porte, President; Nancy L. La Porte, Vice President
Equipment: 2 Cessna 207's, 1 Cessna 172, 2 deHavilland Beavers

Inter City Airlines, Inc.
(dba Havasu Airlines)

Iowa Airways (JT/ML*) (P,C)
(dba Midway Connection)
Municipal Airport, Dubuque, IA 52001
(800) 526-4692
Stuart Adcock, President; Jack Schaps, Exec. Vice President; Don Lake, Vice President/General Manager; Lee Race, Vice President-Marketing; Jim Frazier, Director-Stations; Bill Kelly, Director-Maintenance; Dan Zinda, Director-Operations
Equipment: 3 Embraer Bandeirantes

Jet Express (JI) (P)
Bader Field Airport, Atlantic City, NJ 08401
(609) 345-2230
Kenneth T. Carlson, President; William Kutzke, Exec. Vice President-Market Planning; J. Pete Cienkowski, Vice President; Doreen J. Salmiezi, General Manager; Stephen DaCosta, Director-Maintenance
Equipment: 1 CASA 212

Airline Directory

Jetstream International, Inc. (PI*) (P)
(Subsidiary—Piedmont Aviation, Inc.)
(dba Piedmont Commuter)
6520 Poe Avenue, Suite 400
Dayton, OH 45414
(513) 454-1116
Calvin Humphrey, President/C.E.O.; C. Michael Dacy, Vice President/General Manager; Ed McCusker, Vice President-Marketing/Sales; Albert F. Schroeck, Vice President-Finance
Equipment: 27 British Aerospace Jetstream 31's

Kenmore Air Harbor, Inc. (5K) (P)
P. O. Box 64, Kenmore, WA 99901
(206) 486-1257
R. B. Munro, President; Bill Peters, Director-Maintenance; Gregg Munro, Manager-Flight Operations
Equipment: 10 deHavilland Beavers, 5 Cessna 180's, 1 Cessna 206

Kenosha Aero, Inc.
(dba Alliance Airlines, Inc.)

Ketchikan Air Service, Inc. (6S) (P,C,M)
Airport Terminal Building 1600
Ketchikan AK 99901
(907) 225-6608
Michael B. Salazar, President; Diane Langlier, Vice President; Barbara Salazar, Secretary/Treasurer; Bob Utterback, Manager-Service; Tim Gotteen, Manager-Operations; Jill Rudy, Manager-Marketing
Equipment: 1 Cessna 206, 1 Cessna, 4 deHavilland Beavers

King Flying Service, Inc. (9K) (P,C,M)
P. O. Box 26, Naknek, AK 99633
(907) 246-4414
Ellen King, President
Equipment: 4 Piper Cherokee Sixes

Kingman Aviation, Inc.
(dba Golden Pacific Airlines)

L.A. Helicopter, Inc. (RH) (P,C)
401 World Way, International Airport
Los Angeles, CA 90045
(213) 642-6600
Gordon Myers, President; Ken Carpenter, C.E.O
Equipment: 4 Bell 206's, 1 Sikorsky S-58

L.A.B. Flying Service, Inc. (AS*/JF) (P,C,M)
(dba Alaska Airlines Commuter)
P. O. Box 272, Haines, AK 99827
Layton Bennett, President; Lynn Bennett, Vice President/Director-Operations; Agnes Bennett, Treasurer
Equipment: 10 Piper Cherokee Sixes, 2 Piper Senecas, 5 Piper Cherokees, 2 Britten Norman Islanders, 1 Piper Navajo

Lake Union Air Service, Inc. (7L) (P,C)
1100 Westlake Avenue North
Seattle, WA 98109
(206) 284-0300
Clyde Carlson, President; Wes Gustafson, Director-Operations; Don Peterson, Director-Maintenance; Charles Slagle, Chief Pilot
Equipment: 4 Cessna 206's, 4 deHavilland Beavers

Larry's Flying Service, Inc. (7K) (P,C,M)
3822 South University Avenue
Fairbanks, AK 99709
(907) 474-9169
Larry Chenaille, President; Jean Chenaille, Secretary/Treasurer; Ed Peoples, Director-Operations; Timbre Hamilton, Director-Marketing; Paul Haggland, Chief Pilot
Equipment: 2 Piper Navajos, 1 Piper Aztec, 1 Piper Cherokee Six, 1 Britten Norman Islander, 3 Cessna 207's

Las Vegas Airlines, Inc. (TQ) (P,C)
P. O. Box 15105, Las Vegas, NV 89114
(702) 647-3056
Donald J. Donohue, President/C.E.O ; Donald J. Donohue, Jr., Vice President-Marketing: Glenn M. Johnson, Director-Operations; David R. Drake, Director-Maintenance
Equipment: 4 Piper Navajos

Long Island Airlines (YL) (P)
Gate 2, Republic Airport
Farmingdale, NY 11735
(516) 752-8305
Michael S. Peragine, President; Steven Berg, C.F.O.; Camille Kieseheuer, Controller; Phillip Jensen, General Manager; Michael Olvany, Director-Operations; Diane Foceri-Lauro, Manager-Customer Service
Equipment: 2 deHavilland Twin Otters, 3 Piper Navajos, 2 Beech Barons, 1 Beech Bonanza

Mall Airways, Inc. (FH) (P,C)
Albany Airport, Albany, NY 12211
(518) 785-7525
R. X. Knipe, President; L. E. Knipe, Corporate Secretary; T. E. Bill, Director-Training; G. Valentine, Director-Operations; E. Rand, Chief Pilot
Equipment: 6 Beech 99's, 1 Beech King Air

Mammoth Air Shuttle (TB) (P)
Route 1, P. O. Box 207
Mammoth Lakes, CA 93546
(619) 935-4737
Jordan E. Glazov, President; Robert Doody, Director-Maintenance; Sheila Glazov, Secretary
Equipment: 1 Piper Navajo

Markair Express
See individual listings:
Hermens Air, Inc.

Merlin Express, Inc. (C)
P. O. Box 160159
San Antonio, TX 78280-3096
(512) 824-9421
Melvin Floyd, President; John Karamanian, Vice President-Maintenance/Operations; Dennis Stout, Director-Finance
Equipment: Cargo only: 11 Fairchild Expediters

Mesa Airlines, Inc. (YV) (P,C,M)
1296 West Navajo Street
Farmington, NM 87401
(505) 327-0271
Larry J. Risley, President; Etta J. Risley, Exec. Vice President; Ken Widger, Vice President-Operations; Blaine M. Jones, Treasurer/C.F.O.; Sarah P. Sproul, Director-Marketing; Randy Wagner, Director-Maintenance; L. K. Jones, Director-Stations
Equipment: 5 Beech 1900's, 5 Beech 99's, 2 Beech King Airs, 1 Cessna Caravan

Mesaba Aviation, Inc. (NW*/XJ) (P,C,M)
(dba Northwest Airlink)
6201 34th Avenue South
Minneapolis, MN 55450
(612) 726-5151
Robert D. Swenson, Chairman/President/C.E.O.; Philip L. Swenson, Corporate Secretary/Vice President-Marketing; Lawrence E. McCabe, Vice President-Airline Operations; Michael R. Wind, Vice President-Ground; Richard A. Lawrence, Vice President-Flight Operations; Patrick J. Thompson, Vice President-Administration; James L. Haarbauer, Vice President-Maintenance; Kenneth P. Bronson, Vice President-Finance
Equipment: 7 Fairchild Metros, 6 Fokker F-27's

Metro Airlines, Inc. (AA*/EA*/FY/HY) (P,C,M)
One Metro Centre, 1700 West 20th Street
P. O. Box 612626
D/FW Airport, TX 75261
(214) 453-4400
Edmond A. Henderson, Chairman/C.E.O.; J. L. Seaborn, President/C.E.O; Brian K. Miller, Corporate Controller; Arlene J. Dean, Sr. Vice President-Human Resources; Fred H. Junek, Vice President-Flight Operations; Harry E. Johnson, Vice President-Maintenance; Ben Harrison, Vice President-Pricing & Scheduling
See individual listings:
Aviation Associates, Inc.
Chaparral Airlines, Inc.
Eastern Metro Express
Metroflight, Inc.
Starlite Express

Metroflight, Inc. (AA*/FY) (P,C,M)
(Subsidiary—Metro Airlines, Inc.)
(dba American Eagle)
One Metro Centre, 1700 West 20th Street
P. O. Box 612626
D/FW Airport, TX 75261
(214) 453-4400
J. Jeffrey Spear, Executive Vice President/C.O.O.; John Battenfield, Vice President-Maintenance; Ed Criner, Vice President-Flight Operations; Glenn Pappas, Controller; Steve Nikolas, Director-Human Resources; Laverne Simmons, Manager-In-Flight Services; Bob Ziegler, Director-Passenger Sales/Service
Equipment: 6 Convair 580's, 10 Saab 340's

Michigan Airways, Inc. (QQ) (P)
Emmett County Airport, Pellston, MI 49769
(616) 539-8464
Robert J. Smith, President; James P. van Sickle, Vice President
Equipment: 2 Piper Navajos

Airline Directory

Midcontinent Airlines, Inc. (BN*) (P)
(dba Braniff Express)
2950 South Jamaica Court, Suite 200
Aurora, CO 80014
(303) 750-5600
Stephen J. Gillette, Chairman; Andrew L. Stumpf, President; Keith Coulter, Director-Marketing; Tim Wallace, Controller; Jay Nottingham, Director-Maintenance; Dan McKinney, Director-Operations; Brian Townsend, Chief Pilot
Equipment: 2 Embraer Bandeirantes, 1 Cessna 402

Midnite Express, Inc. (C)
4135 South Airport Road, Atlanta, GA 30336
(404) 691-1166
Robert Milton, President; Antonio Rosario, Sr. Vice President; Danny Wright, Vice President-Operations; William Ross, Vice President-Maintenance
Equipment Cargo only: 5 Beech 99's, 8 Cessna 402's, 3 Embraer Bandeirantes, 3 Dornier 228's, 5 Shorts 330's

Midstate Airlines, Inc. (IU) (P,C)
907 Highway 153, Mosinee, WI 54455
(715) 693-4300
P. Bryce Appleton, Chairman/President; William C. Morro, Vice President; Joseph J. Braver, General Manager-Administration; William F. Lyons, General Manager-Operations; Tom Bouchard, Director-Operations; Bob Peterson, Director-Maintenance; Tom Hodges, Controller
Equipment: 2 Fairchild Metros

Midway Connection
See individual listings:
Fischer Brothers Aviation, Inc.
Iowa Airways, Inc.

Midwest Aviation (WV) (P,C,M)
RR 4, P. O. Box 16C, Marshall, MN 56258
Ray Johnson, President; Marlys Johnson, Vice President; Norman Schnieder, Chief Mechanic, Charlotte Thooft, Secretary
Equipment: 1 Beech, 2 Piper Navajos, 1 Piper Aztec

Montauk Caribbean Airways, Inc.
(dba Long Island Airlines)

Mountain Air Cargo, Inc. (C)
P. O. Box 488, Denver, NC 28037
(704) 464-8741
David Clark, C.E.O.; Bill Simpson, President; Hugh Bingham, Exec. Vice President; Menda Street, Vice President-Operations; John Gioffre, Secretary/Treasurer; George Jones, Chief Pilot
Equipment: Cargo only: 3 Shorts 330's, 1 Cessna 402, 3 Beech 18's, 7 Beech 99's, 14 deHavilland Twin Otters, 22 Cessna Caravans

MST Aviation, Inc.
(dba Apex Airlines)

Nantucket Airlines (DV) (P,C,)
Nantucket Memorial Airport
Nantucket, MA 02554
(617) 790-3122
Charles R. Harris, President/Chief Pilot; W. Scott LaForge, Director-Operations
Equipment: 3 Cessna 402's

Nashville Eagle, Inc. (AA*/8N) (P,C,M)
(Subsidiary—AMR Corp.)
(dba American Eagle)
P.O. Box 17228, Nashville, TN 37217
(615) 275-3751
R. E. Martens, President; D. L. Ewing, General Manager; R. P. Klawin, Vice President-Maintenance; M. H. Ulmer, Vice President-Flight
Equipment: 20 Fairchild Metros

National Air (C)
6871 Airport Drive, Riverside, CA 92504
(714) 689-2272
David D. Miller, President; Gordon R. Long, Director-Operations/General Manager; William Wheeler, Director-Maintenance; Peter Schultz, Secretary/Treasurer
Equipment: Cargo only: 4 CASA 212's

New England Airlines, Inc. (EJ) (P,C)
State Airport, Westerly, RI 02891
(401) 596-2460
William G. Bendokas, President/Director-Operations/Chief Pilot; Marianne Starwalt, General Manager; Brian Wrad, Director-Maintenance
Equipment: 3 Britten Norman Islanders, 3 Piper Cherokee Sixes

New York Helicopter (HD) (P,C)
North Avenue, Garden City, NY 11530
(516) 228-8300
Donald J. Gault, President; Peter M. McGann, Exec. Vice President/C.F.O.; Patrick Mallen, Vice President-Technical Services; Robert Chares, Vice President-Flight Operations; Benjamin Jenkins, Vice President-Personnel
Equipment: 4 Sikorsky S-58's

Nicholson Air Service, Inc.
See individual listings:
Cumberland Airlines
Intercity Airlines, Inc.

Northwest Airlink
See individual listings:
Big Sky Transportation Co.
Express Airlines I, Inc.
Mesaba Aviation, Inc.
Simmons Airlines, Inc.

NPA, Inc. (UA*) (P,C)
(dba United Express)
Avenue C, Building 142, Pasco, WA 99301
(509) 545-6420
Craig Belmondo, President; John Beachham, Director-Marketing/Sales; Tim Kombrec, Director-Operations; Doug Yost, Director-Maintenance; Dennis Berry, Director-Customer Service
Equipment: 10 British Aerospace Jetstream 31's

Oklahoma Airways, Inc.
(dba Altus Airlines)

Olson Air Service, Inc. (4B) (P,C,M)
P. O. Box 142, Nome, AK 99762
(907) 443-2229
David Olson, President, Donald Olson, Chief Pilot
Equipment: 3 Cessna 207's, 1 Cessna 210, 1 Cessna 185, Cargo only: 1 deHavilland Otter

Orca Air, Inc.
(dba Chitina Air Service)

Pacific Alaska Airlines, Inc. (EO) (P,C)
7277 Perimeter Road South
115 Terminal Bldg.
Seattle, WA 98108
(206) 763-8864
June Hoard, President; Dick Neese, Vice President-Finance; Joe Hanley, Exec. Vice President; Dwayne Mathis, Director-Maintenance
Equipment: 1 Fairchild F-27, Cargo only: 1 Fairchild F-27

Pan Am Express (PA*) (P)
(subsidiary—Pan American World Airways, Inc.)
Northeast Philadelphia Airport
Grant Avenue & Ashton Road
Philadelphia, PA 19114
(215) 934-6111
J. Dawson Ransome, Vice Chairman; John F. Leonard, President; David E. Ferrucci, Exec. Vice President; Richard Savage, Vice President-Sales/Service; William J. Farmery, Vice President-Maintenance; Michael J. Mulqueen, Director-Finance/Administration
Equipment: 10 deHavilland Dash 7's, 4 Aerospatiale 42's

Panorama Air (PV) (P)
214 Lagoon Drive, Honolulu, HI 96819
(808) 836-2122
Paul D. Risher, President; John P. Sullivan, C.E.O.; Larry Unruh, Treasurer; Gloria Hutchinson, Vice President; Kenneth Fletcher, Director-Operations
Equipment: 10 Piper Navajos

Peninsula Airways, Inc. (KS) (P,C,M)
4851A Aircraft Drive, Anchorage, AK 99502
(907) 243-2485
Orin D. Seybert, President; Richard E. Harding, Director-Operations; Bryan Carricaburu, Director-Stations; Ken Banzhaf, Director-Maintenance; Pat Thibodeaux, Manager-Airline Services
Equipment: 3 Cessna 441's, 1 Fairchild Metro, 8 Piper Cherokee Sixes, 4 Piper Navajos, 3 Grumman Geese

Pennsylvania Aviation, Inc.
(dba Wings Airways)

Pennsylvania Commuter Airlines, Inc. (AL*) (P,C,M)
(Subsidiary—USAir Group, Inc.)
(dba Allegheny Commuter)
Harrisburg Int'l Airport, Building 601
Middletown, PA 17057
(717) 944-2781
William C. Clark, President/C.E.O.; J. L. Ehringer, Vice President-Marketing/Sales; William Statz, Vice President-Finance/Treasurer; Michael D. Yocum, Vice President-Flight Operations; Terry Petrun, Asst. Vice President-Administration; Joe Dondero, Director-Maintenance, Debra S. Hoke, Manager-In-Flight Services
Equipment: 4 Shorts 360's, 2 Shorts 330's, 9 Beech 1900's, 2 Mohawk 298's

Airline Directory

Piedmont Regional/Piedmont Commuter
See Individual listings:
Brockway Air, Inc. (NY)
Brockway Air, Inc. (VT)
CCAir, Inc.
Henson Aviation, Inc.
Jetstream International, Inc.

Pocono Airlines, Inc. (AL*) (P)
(Subsidiary—Jet Florida, Inc.)
(dba Allegheny Commuter)
Wilkes Barre/Scranton International Airport
Avoca, PA 18641
(717) 655-2989
Jon R. K. Tinkle, C.E.O.; William C. Miesch, President; Charles L. Attardo, Exec. Vice President; Thomas Gulla, Vice President-Planning; Peter Leombruni, Director-Maintenance; James Bird, Director-Operations; Joseph Toscano, Director-Finance
Equipment: 7 Aerospatiale 262's, 1 Dornier 228

Polar International, Inc. (8P) (C,M)
2222 South Dobson Road, Suite 701
Mesa, AZ 85202
(602) 820-3957
F. M. Williamson, President/C.O.B./Director-Operations; Carol Williamson, Secretary/Treasurer; Assif Sohil, Director-Maintenance
Equipment: Cargo only: 1 Fairchild F-27

Precision Valley Aviation, Inc. (EA*) (P,C,M)
(dba Eastern Express)
841 Galaxy Way, Manchester, NH 03103
(603) 668-0082
Walter L. Fawcett, President; Susan B. Fawcett, Vice President-Stations; Walter F. Zawalick, Vice President-Finance/Administration; Fred Martin, Vice President-Marketing; Donald A. Delande, Vice President-Maintenance; Kenneth R. Latour, Vice President-Flight Operations
Equipment: 10 Dornier 228's, 5 Beech 99's

Prime Air, Inc. (DE) (P,C,M)
Southern Illinois Airport, Route 2
Murphysboro, IL 62966
(618) 457-5599
Ron Langley, President; James O. Aufranc, Director-Operations; Kevin L. Beck, Director-Maintenance; Jacalyn Lee, Supervisor of Stations
Equipment: 3 Piper Navajos

Princeton Air Link, Inc. (IV) (P)
Princeton Airport, Route 206
Princeton, NJ 08540
(609) 924-5100
John Hoyt, President; Donald Rice, Director-Operations; Bernard Leewood, Chief Pilot
Equipment: 2 Britten Norman Islanders

Princeville Airways, Inc. (AQ*/WP) (P,C)
(Subsidiary—Aloha Air Group, Inc.)
(dba Aloha Airlines, Inc.)
Commuter Terminal, Honolulu Int'l Airport
Honolulu, HI 96819
(808) 836-7693
Maurice Myers, President; Peter Dudgeon, Vice President/General Manager; J. I. Williamson, Vice President-Development; Fook Ki Lau, Director-Maintenance
Equipment: 4 deHavilland Twin Otters

Propheter Aviation (QS) (P,C)
P. O. Box 720, Sterling, IL 61081
(815) 625-3079
Robert A. Propheter, President; Timothy J. Propheter, Secretary; William Kenney, Director-Operations
Equipment: 2 Cessna 402 1 Cessna 421, 1 Cessna 310

Provinceton-Boston Airways, Inc. (CO*/EA*/PT) (P,C,M)
(Subsidiary—Texas Air Corp.)
(dba Continental Express)
3201 Radio Road, Naples, FL 33942
138 Maine Avenue, Bangor, ME 04401
(207) 941-6565
Allyn J. Caruso, President; Richard J. Rushmore, Jr., Sr. Vice President-Finance/Administration; Craig A. Pereira, Vice President-Northern Region; David E. Webber, Vice President-Southern Region; Don Pare, Vice President-Technical Services; David Hulick, Vice President-Finance; Gary Linscott, Vice President-Market Planning; John Van Arsdale, Vice President-Marketing
Equipment: 25 Cessna 402's, 9 Embraer Bandeirantes, 4 NAMC YS-11's, 10 Douglas DC-3's

Raven Air, Inc. (4R) (P,C)
3541 Amber Bay Loop
Anchorage, AK 99515
(907) 243-5586
Deena M. Thomas, President
Equipment: 1 Cessna 207

Resort Air, Inc. (TW*) (P)
(dba Trans World Express)
3990 Fee Fee Road, St. Louis, MO 63044
(314) 739-7300
Hulas Kanodia, President; Dennis Fitzgerald, Vice President; Ed McEnroe, Controller; Gary Santos, Director-Operations; Don Soph, Director-Customer Service; Al Blosse, Director-Maintenance; Bill Mishk, Director-Marketing
Equipment: 15 Fairchild Metros

Resort Commuter, Inc. (TW*) (P,C)
(dba Trans World Express)
3100 Airways Avenue, Suite 107
Costa Mesa, CA 92626
(714) 546-9163
James Slemons, Chairman; William R. Bell, President/C.E.O.; James Spiegelberg, C.F.O.; Kevin Clover, Director-Operations; Harold Ley, Director-Maintenance
Equipment: 5 deHavilland Twin Otters

Resorts International Airline (7D) (P)
900 Lincoln Harbor Heliport
Weehawken, NJ 07087
(201) 865-6900
S. Paul Allen, General Manager; Sanford B. Goldstein, Director-Operations; Robert A. Serafini, Director-Maintenance; John J. Traynor, Director-Stations/Customer Service
Equipment: 3 Sikorsky S-61N's

Rocky Mountain Airways, Inc. (CO*) (P,C,M)
(Subsidiary—Texas Air Corp.)
(dba Continental Express)
Hangar 6, Stapleton International Airport
Denver, CO 80207
(303) 388-8585
Donald C. Smith, President; Roy Spencer, Vice President-Flight Operations; Dennis Heap, Vice President-Customer Service; D. Richardson, Vice President-Maintenance; Joe Wilson, Vice President-Market Planning; L. M. Kirchner, Sr. Director-Personnel; R. Vandergaw, Director-Marketing
Equipment: 7 deHavilland Dash 7's, 3 deHavilland Twin Otters, 1 Convair 580, 4 Fairchild Metros, 6 Beech 1900's

Ross Aviation, Inc. (ZD) (P,C)
2350 Alamo S.E., Albuquerque, NM 87106
(505) 844-1885
Lewis A. Pierce, Chairman/President
Equipment: 3 deHavilland Dash 7's, 2 deHavilland Twin Otters, 3 Beech King Airs, 3 McDonnell Douglas DC-9-10's, 2 Piper Navajos

Royale Airlines, Inc. (OQ) (P)
6129 Amelia Earhart Drive
Shreveport, LA 71109
(318) 635-8168
D. Y. Smith, President; Bob Grand, Exec. Vice President; Dave Schlepphorst, Vice President-Planning/Marketing; Ros Sprinkel, Vice President-Operations; Bruce Kennedy, Vice President-Finance; Al Gehbauer, Director-Maintenance
Equipment:6 Embraer Bandeirantes

Ryan Air Service, Inc. (XY) (P,C,M)
1205 East Int'l Airport Road, Suite 201
Anchorage, AK 99518
(907) 562-2227
John Eckels, President; Craig Chapman, Vice President-Finance; Philip Hoverstien, Vice President-Operations; Richard Bottini, Director-Operations; Dexter Palk, Director-Maintenance; Peggy Rauwolf, Director-Sales/Marketing
Equipment: 2 Beech 1900's, 12 Cessna 402's, 8 Cessna 207's, 2 Cessna 208's

Saber Aviation, Inc. (SP) (C)
4803 Express Drive, Douglas Int'l Airport
Charlotte, NC 28219
(704) 394-7279
Mike Dockery, President; Sandy Elliott, Vice President
Equipment: Cargo only: 2 Piper Cherokee Sixes, 2 Cessna 207's, 4 Beech 18's, 3 Cessna 402's, 2 Douglas DC-3's

San Juan Airlines, Inc. (UA*/YS) (P,M)
(dba United Express)
1402 Fairchild International Airport
Port Angeles, WA 98362
(206) 452-5326
Jimy M. Sherrell, President; John Kuolt, Sr. Vice President; Don Weidrich, Director-Finance; Wayne Johnson, Director-Maintenance
Equipment: 9 Beech 99's

Scenic Airlines, Inc. (YR) (P)
241 East Reno Avenue
Las Vegas, NV 89119-1198
(702) 739-5611
John R. Seibold, Chairman/C.E.O.; Alan R. Stephen, President; Richard A. Thomas, Sr. Vice President; Elizabeth A. Seibold, Secretary/Trasurer; Tulsie Issurdutt, Vice President-Finance; Gerald C. Schirmer, Vice President-Operations/Maintenance; Charles Farhenholz, Vice President-Marketing/Sales
Equipment: 13 deHavilland Twin Otters

Airline Directory

Seagull Air Service, Inc. (5N) (P,C,M)
P. O. Box 907, Bethel, AK 99559
(907) 543-4450
Tim Crate, President/Director-Operations/Chief Pilot
Equipment: 6 Piper Cherokee Sixes, 1 Cessna 185

SFO Helicopter Airlines, Inc. (FN) (P,C)
P. O. Box 6789, Oakland, CA 94603
(415) 782-3464
Dean Hanson, President; Doug Archer, C.F.O.; Jack Selby, Exec. Vice President; Tim Cooney, Director-Operations; Jeff Walker, Director-Maintenance; Blaine Barnes, Chief Pilot
Equipment: 3 Cessna 402's, 2 Piper Navajos, 3 Bell 206's

Sierra Mountain Airways (SI) (P)
P. O. Box 14086, Airport Station
Oakland, CA 94614
(415) 569-2898
Jacques Sinocelli, President, Menou Sinocelli, Vice President
Equipment: 1 Cessna 402, 1 Cessna 414, 1 Fairchild Metro

Sierra Pacific Airlines, Inc. (P)
7700 North Business Park Drive
Tucson, AZ 85743
(602) 744-1144
G. M. Thorsrud, President; McNeil S. Fiske, Vice President, Audrey K. Thorsrud, Secretary/Treasurer
Equipment: 7 Convair 580's
Note: Carrier does not provide scheduled air service

Sierra Vista Aviation (7C) (P,C)
P. O. Box 1000, Sierra Vista, AZ 85636-1000
(602) 456-1862
Gene Bull, Owner
Equipment: 1 Piper Cherokee Six, 1 Beech Baron

Simmons Airlines, Inc. (AA*/NW*) (P,C,M)
(dba American Eagle/Northwest Airlink)
900 North Franklin, Suite 800
Chicago, IL 60610
(312) 280-8222
Joel Murray, Chairman/C.E.O.; Marvin Murray, President/C.O.O.; Peter Piper, Exec. Vice President; Gary Holter, Sr. Vice President; Harry Londeau, Vice President-Maintenance; Tim Harristahl, Vice President-Operations; Ted Nelson, Vice President-Marketing Systems
Equipment: 30 Shorts 360's, 7 Aerospatiale 42's

Skagway Air Service, Inc. (5U) (P,C,M)
P. O. Box 357
Skagway, AK 99840
(907) 983-2218
Ben Lingoe, Owner; Michael O. Daniel, Vice President
Equipment: 1 Piper Navajo

Skyfreighters Corp. (SF) (C,M)
P.O. Box 612787, D/FW Airport, TX 75261
James E. Turner, Chairman; F. Ken Dunn, Jr., Vice President
Equipment: Cargo only: 2 Convair 440's, 4 Douglas DC-3's

Skywest Airlines, Inc. (DL*) (P,C,M)
(dba Delta Connection)
50 East 100 South, St. George, UT 84770
(801) 628-2655
Jerry C. Atkin, President/C.E.O.; J. Ralph Atkin, Sr. Vice President/General Counsel; Sidney J. Atkin, Sr. Vice President; Earl B. Snow, Vice President-Aircraft Operations; Keith Malnar, Vice President-Maintenance; John Ligtermoet, Vice President-Customer Service; Ron Reber, Vice President-Marketing; John Bowler-Vice President-Finance
Equipment: 38 Fairchild Metros, 5 Embraer Brasilias

S-M-B Stage Line, Inc. (MJ) (C,M)
P. O. Box 612206, 1515 West 20th Street
D/FW Airport, TX 75261
(214) 574-4471
Timothy F. Sanders, President; Don Chapman, Vice President-Operations; William McDonald, Vice President-Finance
Equipment: Cargo only: 1 Beech King Air, 12 Convair 600's, 4 Convair 640's, 3 Beech 18's

SouthCentral Air, Inc. (UA*/XE) (P,C,M)
(dba United Express)
135 Granite Point Court
Kenai, AK 99611
(907) 283-7064
Vernon L. Lofstedt, Jr., President; Craig R. Lofstedt, Vice President; Diana K. Lofstedt, Secretary/Treasurer; Mary Thornton, Vice President-Finance; Matthew Raymond, Director-Operations/Chief Pilot; Todd Shinn, Director-Maintenance
Equipment: 3 Piper T-1040's, 6 Piper Navajos, Cargo only: 1 Cessna 207, 1 Britten Norman Islander

Southern Jersey Airways, Inc. (CO*/EA*) (P,C,M)
(dba Continental Express/Eastern Express)
Bader Field, Atlantic City, NJ 08401
(609) 348-4600
Richard H. Olsen, Chairman; Don Young, President/Trasurer; Andy Katana, Vice President-Finance/Administration; Jack Shaver, Vice President/Director-Operations; Henry Gorelick, Secretary/Controller; Mike Cullum, Chief Pilot; Bill Stec, Director-Technical Services
Equipment: 2 deHavilland Dash 7's, 6 deHavilland Twin Otters

Starlite Express (C)
(Subsidiary—Metro Airlines, Inc.)
One Metro Centre, 1700 West 20th Street
P. O. Box 612626
D/FW-Airport, TX 75261
(214) 453-4400
L. Carter Burwell, III, Exec. Vice President; Robert H. Guinn, Director-Operations; Emmett Dotson, Director-Maintenance; Harry Shuler, Chief Pilot
Equipment: Cargo only: 6 Shorts 330's

Stateswest Airlines, Inc. (YW) (P,C)
2871 Sky Harbor Boulevard
Phoenix, AZ 85034
(602) 220-0391
Keith D. Houk, President; James T. Murphy, Vice President-Finance; Donald G. Brady, Vice President-Maintenance; Edward J. Collins, Vice President-Marketing/Sales; Timothy Keuscher, Asst. Vice President-Flight Operations; Terry M. Adams, Asst. Vice President-Customer Services
Equipment: 4 Shorts 360's, 2 British Aerospace Jetstream 31's

Suburban Airlines, Inc. (AL*) (P,C,M)
(Subsidiary—USAir Group, Inc.)
(dba Allegheny Commuter)
P. O. Box 1201, Reading, PA 19603
(215) 375-8551
Arthur M. Horst, President; Craig M. Horst, Sr. Vice President; Paul R. Doelp, Vice President-Marketing; Charles W. Linck, Vice President-Finance; Joseph E. Green, Director-Maintenance; William D. Neiswender, Director-Stations; Kim Rose, Chief Flight Attendant
Equipment: 3 Fokker F-27's, 2 Shorts 360's, 5 Shorts 330's

Sun Pacific Airlines (VL) (P,C)
402 West 4th Street, Santa Ana, CA 92701
(714) 667-7810
Allan Page, President; Miguel E. Avila, Exec. Vice President
Equipment: 1 Embraer Bandeirante, 1 Piper Navajo, 1 Cessna 421
Note: To commence scheduled operations during 1988

Tanana Air Service (4E) (P,C,M)
P. O. Box 60713, Fairbanks, AK 99706
(907) 474-9311
Jim Huntington, President; Cliff Joseph, Vice President; Maudry Sommer, Treasurer; Josephine Roberts, Secretary; Patricia Mayo, General Manager; Alan Nicoson, Director-Operations/Chief Pilot;
Equipment: 2 Cessna 207's, 1 Piper Cherokee

Taquan Air Service, Inc. (9Q) (P,C,M)
P. O. Box 600, Metlakatla, AK 99926
(907) 225-9668
Jerry Scudero, President; Candy Scudero, Vice President; Bonnie Scudero, Secretary/Treasurer
Equipment: 3 deHavilland Beavers, 3 Cessna 185's

Temsco Airlines (AS*/KN) (P,C,M)
(dba Alaska Airlines Commuter)
P. O. Box 8015, Ketchikan, AK 99901
(907) 225-9810
Ken Eichner, President; Bill Gale, Manager-Operations; Edward Pleus, General Manager; Michael T. Smith, Director-Marketing; James L. Baumgartner, Chief Pilot; Alan Jones, Chief Mechanic
Equipment: 6 deHavilland Otters, 9 deHavilland Beavers, 4 Cessna 185's, 1 Britten Norman Islander, 1 Cessna 206, Cargo only: 1 deHavilland Otter

Tennessee Airways, Inc. (ZN) (P,C)
Metro Airport, Alcoa, TN 37701
(615)970-3100
Stuart Adcock, President; Joyce Adcock, Exec. Vice President; Floyd Byers, Vice President-Traffic; Don Hester, Vice President-Operations; Charles Kline, Director-Operations; Karen Edwards, Controller
Equipment: 1 Piper T-1020

Airline Directory

Texas National Airlines, Inc. (6B) (P,C)
9623 West Terminal Drive
San Antonio, TX 78216
(512) 824-2313
Mel Floyd, President; James Barker, Director-Operations; Mike Burch, Director-Maintenance; Dennis Stout, Director-Finance; Larry McPhillips, Manager-Stations
Equipment: 3 Fairchild Metros

Trans North Aviation, Ltd. (4Q) (P)
P. O. Box 1445, Eagle River, WI 54521
(715) 479-6777
Ronald J. Schaberg, President; Gordon Stitt, Director-Maintenance
Equipment: 2 Piper Navajos

Trans World Express
See individual listings:
Air Midwest, Inc.
Resort Air, Inc.
Resort Commuter, Inc.

Trans-Colorado Airlines, Inc.
15333 Drummet, Suite 210
Houston, TX 77032
(713) 449-2581
Richard Hunt, Chairman/C.E.O.; William Mueller, President/C.O.O.; Doug Lesh, Vice President-Operations; William Nelson, Vice President-Maintenance; Walt, Clouse, Vice President-Finance
Equipment: 8 Fairchild Metros

Trans-Mo Airlines, Inc. (XU)
P. O. Box 831, Jefferson City, MO 65102
(314) 635-4218
W. E. Asel, President
Equipment: 3 Cessna 402's
Note: Carrier does not yet provide scheduled service

Tropical Helicopter Airways, Inc. (HU) (P)
1050 MacArthur Causeway, Miami, FL 33132
(305) 374-6055
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Equipment: 4 Cessna 402's, Cargo only: 1 Cessna 402

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Osvaldo Gonzalez, President; Gilberto Vazquez, Director-Operations; Juan Estrella, Director-Maintenance
Equipment: 9 Britten Norman Islanders

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Cyril King Airport, P. O. Box 2788
St. Thomas, VI 00801
(809) 776-2992
Paul Wikander, President; Margaret Wikander, Vice President; Lynn Hunt, Director-Maintenance
Equipment: 5 Piper Aztecs, 1 Cessna 402, 1 Beech 18, Cargo only: 2 Beech 18's

Virgin Islands Seaplane Shuttle (TW*/3G) (P,C)
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St. Croix, VI, 00820
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Equipment: 1 deHavilland Twin Otter

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(dba United Express)
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Timothy P. Flynn, Chairman/C.E.O.; Maurice J. Gallagher, President/C.F.O.; Harlow Vorhees, Vice President-Operations; Kerry B. Skeen, Vice President-Marketing; Jim Prouty, Vice President-Administration
Equipment: 3 British Aerospace 146's, 5 Shorts 360's, 6 Embraer Brasilias, 33 Embraer Bandeirantes

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Equipment: 4 Piper Navajos, 4 Piper Senecas

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Equipment: 1 deHavilland Twin Otter, 3 Britten Norman Islanders, 2 Britten Norman Tri-Islanders

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Juneau, AK 99801
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Equipment: 3 Piper Navajos, 2 Cessna 207's, Cargo only: 1 deHavilland Otter

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Equipment: 1 Cessna 185, 8 Cessna 207's, 1 deHavilland Beaver, 1 deHavilland Otter, 1 Grumman Goose, 1 Grumman Widgeon, 3 Piper Cherokee Sixes, 2 Piper Navajos, 1 Piper Seneca

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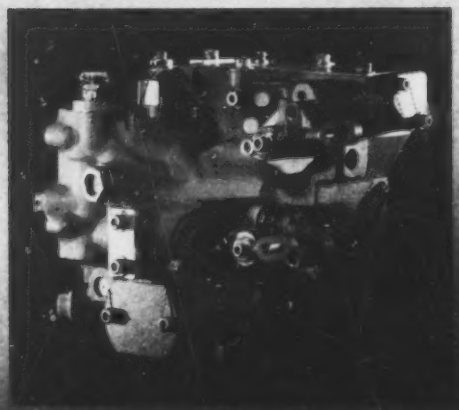

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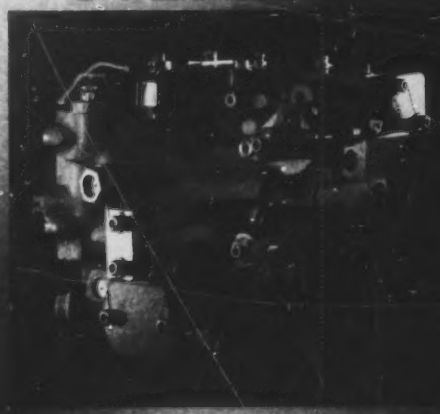

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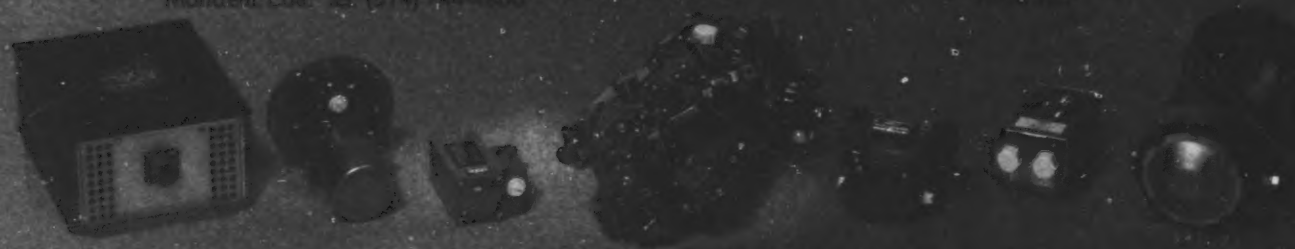

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4570 Westgrove Dr., Suite 230
Dallas, Texas 75248
214/250-6620
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Fax—214/931-7013
Twx—910/250-7519

ACA provides a full range of consulting services to the aviation industry. Our services include Appraisals, Future Value Forecast, Residual Evaluations, Technical Inspections, and Audits, Market Analysis, Feasability Studies, Remarketing Programs, Mishap and Accident Investigations, Airport Planning and Development of Strategic Aircraft Plans.

Aviation Daily
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CANADA
RAA Representative: C.E.B. McConachie
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APS developed the concept of a turbofan-powered commuter aircraft, and has been working under contract, to define a preliminary specification for the Canadair Regional Jet.

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Associate Member Directory

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RAA Representative: Bob Hanson
913/782-0400, Ext. 2396

BENDIX/KING, a wholly owned subsidiary of Allied-Signal Aerospace Company, offers the most complete line of avionics available to the Commuter carrier and Regional Airlines, as well as the major air carriers. In addition to the renowned line of communication/navigation avionics, BENDIX/KING offers Navigation Management Systems, Microwave Landing Systems, Electronic Flight Instrument Systems, Weather Radar, Flight Control Systems, TCAS, ACARS, and other associated products. These products are backed by a worldwide product support organization providing customized training, field service engineering, spares support and same-day piece part shipments, which are the keystone to the industry-wide acceptance of BENDIX/KING products.

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RAA Representative: Tom Keough
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CMC are involved in the design, development manufacture and support of high technology electronics equipment directed to the aerospace, communications, radar, and specialized components markets. Avionics Division has supplied avionics equipment to the world's airline, military and general aviation users. The commercial Avionics Products group offers a variety of products such as CMA-734 and CMA-771 Omega Navigation System (ONS), CMA-734 Arrow Omega Navigation System, CMA-771 and CMA-900 Navigation Management Systems, CMA-764 Omega Sensor System, CMA-774 GPS Navigation System, as well as ground and airborne CMA-2000 Microwave Landing System (MLS).

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818/848-6667

Captive Air is involved in the repair and overhaul of aircraft accessories, complete hydraulics, electrical, electro mechanical, pump, and landing gear departments are maintained under FAA repair station No. 4070. The company is a division of Jay-Dee Aircraft Supply which is the manufacturer of Convair 580 airframe parts and also has a FAA approved sheet metal repair shop.

CASA Aircraft USA, Inc.
14102 Sullyfield Circle, Suite 200
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RAA Representative: David E. Pearson
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RAA Representative: Russell K. Mullins
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Telex: 76-7130
Fax: 512/990-1271
U.S. Regional Service Center:
1742 N.W. 69th Ave.
Miami, FL 33126
305/594-2963
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Castleberry Instruments and Avionics specializes in the instrument requirements of regional airline operators. Capabilities include sales, service, exchange and overhaul of regional airline instrumentation. Castleberry's technical expertise is not limited solely to the service of instruments and avionics. Castleberry manufactures the AIM product line, which features attitude gyros for the regional airlines, and pitot-static system testers for regional and commercial airlines.

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Commuter Air Finance
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Lanham, MD 20706
301/731-0157
Publisher: John F. Gorsuch
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6255 Barfield Road
Atlanta, GA 30328
404/256-9800
Editor: Greg Landers
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COMMUTER AIR magazine is the only monthly publication edited exclusively for the commuter/regional airline industry world wide. Its editorial direction provides in-depth coverage of the people, products and regulatory changes affecting the industry. Feature articles focus on business categories including air frames, engines, avionics, maintenance, ground support, in-flight services, finance, computers, and more. Regular monthly departments include new products, management changes, Washington Wire, calendar and airline statistics.

Commuter Air Transports
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Commuter/Regional Airline News
1925 North Lynn Street, Ste 304
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703/522-2354
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Publisher: Joseph S. Murphy

C/R News is published weekly and is the only high-frequency publication devoted exclusively to the commuter/regional airline industry and the news affecting it. An independent publication established in 1982, C/R News has become the prime source of commuter/regional industry intelligence Airlines Media Associates, publishers of C/R news, also publishes Airline Financial News covering worldwide airline finance.

Commuter World/The Shephard Press
111 High Street
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RAA Representative:
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Deputy Editor: Mark Pilling
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Fax: (6286) 64334

COMMUTER WORLD is published bi-monthly and provides credible and detailed international coverage of the commuter, regional and short-haul industry. Our circulation of 11,400 (ABC audited) is carefully controlled to ensure we reach key decision makers. The Shephard Press also publishes HELICOPTER WORLD, DEFENCE HELICOPTER WORLD and SPACE.

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RAA Representatives: Glen Langdon & Rudy Tenore
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Continental Airlines, Inc.
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202/624-2500

Lawyers at Crowell & Moring, a large, diversified Washington law firm, specialize in most phases of aviation law, including regulatory, litigation, and legislative matters. Most regulatory work is before the Department of Transportation and the Federal Aviation Administration, but includes practice before other Federal agencies. Crowell & Moring lawyers also have substantial experience in international aviation matters, postal rate and contract issues, and airport access litigation.

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RAA Representative: Walter J. Cummings, III
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The deHavilland Aircraft Company of Canada Limited
Garratt Boulevard
Downsview, Ontario M3K 1Y5
Canada
RAA Representative: John Giraudy
416/633-7310

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Deloitte Haskins & Sells
3000 Commerce Tower, 911 Main St.
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RAA Representative: Richard L. Green
815/842-4100

Deloitte Haskins & Sells is an international certified public accounting firm offering services in accounting, auditing, tax, and management consulting. The firm's Airline Industry Group serves a number of international and domestic airlines, including many regionals. In 1984, DH&S developed AirPlan—a financial forecasting and planning system for regional airlines.

Delta Air Lines, Inc.
Hartsfield Atlanta International Airport
Atlanta, Georgia 30320
RAA Representative: Kerry Skeen
404/765-2628

Delta enters 1987 with one of the most modern aircraft fleets in the industry, having added the Boeing 767-300 to service in December 1986 and anticipating the arrival of the McDonnell-Douglas MD-88 early this year. Delta is committed to continue a close working relationship with the individual commuter carriers in those markets jointly served, and to continue to provide commuter carriers with the Deltamatic reservations system, as well as other innovative marketing and operational support.

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Dornier Aviation (North America), Inc.
1213 Jefferson Davis Hwy.
Suite 1001
Arlington, VA 22202
RAA Representative: John Sterne
703/769-7228

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RAA Representative: Ronald B. Douglass
206/455-2120

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Product Support Division
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FAA Repair Station #1295
RAA Representative: W. M. Brockie
703/450-8200

This U.S. full service company provides product support, repair and overhaul for Dowty equipment—propellers, landing gear and hydraulic units for the BAe 146, 748 & Jetstream 31, Convair 600, 640, Dash 8, F-27, FH-227, F-28, Gulfstream I, Metro III, SF-340, Shorts 330 & 360 and YS-11

Messier-Hispano-Bugatti equipment - Landing gear and hydraulic on the ATR-42.

DAC also repairs and overhauls Non-Dowty equipment such as Jetstream, Boeing 727 &

737 landing gear, flap transmissions, and actuators.

In house capability for NDT, machining, shot peening and plating.

Duncan Aviation, Inc.
Municipal Airport
P.O. Box 81887
Lincoln, NE 68501
RAA Representative: Larry L. Collier
402/475-2611

Duncan Aviation, Inc. is a full service aviation sales and support facility servicing both general aviation and the airlines. Services provided are aircraft sales; fuel sales; parts sales; aircraft maintenance; avionics and instrument repair and overhaul; and aircraft modifications. Other specialties which make Duncan a true one-stop facility are turbine engine repair and overhaul; accessory repair and overhaul; propeller shop; and technical service representatives.

Duncan's avionics, instrument, and accessory departments are one of the largest in the country with over 80% ship-in units. Try our quick turn around and free loaners.

Aircraft modifications specialize in aircraft painting; design, installation, and certification of avionics systems, auxiliary power units, entertainment systems, cabinets, and interiors. Paint dry stripping is now available for your aircraft.

duPont Aerospace Company Inc.
7946 Ivanhoe Ave, Suite 316
La Jolla, CA 92037
RAA Representative: Anthony A. duPont
619/456-7883

Development of Model DP-2 30–44 passenger airliner; design of Model DP-3 150 passenger airliner.

Eastern Air Lines, Inc.
Miami International Airport
Miami, Florida 33148
RAA Representative: Lance E. Perrin
305/873-6533

Eastern Airlines operates a fleet of modern jet aircraft throughout North and South America. Its route system covers more than one hundred cities in the U.S., Canada, Bermuda, the Bahamas, the Caribbean, and thirteen countries in South and Central America. Eastern coordinates services with commuter airlines throughout this broad area because it recognizes the value of commuter airlines in providing timely connecting service to the Eastern system. Additionally, through its Flight Support Services Division, Eastern makes available to all commuter affiliates a comprehensive enroute aeronautical VHF and HF communications network on a subscription basis.

EBA, Inc., The Blalock Assoc.
P.O. Box 814782
Dallas, Texas 75381
RAA Representative: Mark D. Blalock
214/699-3947

EBA Inc., The Blalock Associates is an aerospace and industrial product and service firm. Activity in the aerospace markets relate to the manufacture and sales of aviation ground support equipment. EBA's Aercart line of ground environmental units provide ground cooling/heating to corporate, commuter and military aircraft. The PowAercart gpo provides 28 DC ground power at up to 2000 amps peak and is ideal for regional/commuter aircraft. EBA also offers the Tuggder Tow Tractor line, Hydraulicart hydraulic test systems and pressurization test systems. Other EBA products include 400 Hertz Frequency Converts, 28 Volt DC Rectifiers, ducting and baggage and maintenance stands.

EMBRAER Aircraft Corp.
276 S.W. 34th St.
Ft. Lauderdale, Florida 33315
RAA Representative: Newton Berwig
305/524-5744

With nearly 500 EMB-110 BANDEIRANTE aircraft delivered worldwide, EMBRAER has further enhanced its position as a market leader with its pressurized 30 passenger turboprop: the EMB-120 BRASILIA. Industry response to this aircraft has been remarkable. As of December 31, 1987, 60 aircraft have been delivered, 141 aircraft ordered, and 145 aircraft optioned worldwide.

EMBRAER is actively marketing another innovative aircraft: the CBA-123, a new generation pressurized pusher propfan that brings a new concept to the 19 passenger segment of regional airlines. The CBA-123 will incorporate many of the features of the 30 seat EMB-120 BRASILIA, and will, for the first time, bring the highest safety standards to a 19 seat airliner: FAR Part 25 transport category certification. Sales, Customer Service and Product Support in North America are provided by EMBRAER AIRCRAFT CORPORATION in Ft. Lauderdale, Florida.

Embry-Riddle Aeronautical University
Daytona Beach, Florida 32014
RAA Representative: Linda Prince Kelley
904/239-6054

The University Center assists companies in contacting, interviewing and hiring graduates in a variety of aviation career fields to include mechanics, pilots, avionics technicians, and aviation managers. Services include: advertising positions to students and alumni via announcements in the Career Center and a weekly newsletter, a data-base search of qualified candidates, an annual Career Day, and interviews on campus.

Ernst & Whinney
1899 L Street, N.W.
Washington, D.C. 20036
RAA Representative: Jeffrey L. Carr
202/862-9309

Ernst & Whinney offers airline management specialized consulting services, accounting/auditing and tax advice. We provide information systems for training records management, financial planning, budgeting and accounting.

Our consultation services employ computer-based financial models to plan and evaluate alternatives. We assist management in business strategies, organization and market development, fleet deployment, and cost and profitability analysis.

Fairchild Aircraft Corporation
P.O. Box 790490
San Antonio, TX 78279-0490
RAA Representative: Jim Foody
512/824-9421

Fairchild specializes in the manufacture of 19-passenger turboprop Metro III commuter airliners as well as Expediter cargo and priority package aircraft, Merlin IVC executive/corporate turboprops and military/special mission aircraft. A total of more than 400 Metro and Expediter aircraft are in operation by more than 50 operators around the world as of December 1987.

Fairchild Aviation Recorders
Box 3041
Sarasota, Florida 33578
RAA Representative: Phillip Wright
813/371-0811

Manufacturers of Cockpit Voice Recorders, Flight Data Recorders, Digital Flight Recorders and Combination Cockpit Voice/Data Recorders for Air Transport, Commuter and General Aviation Aircraft.

Field Aviation West Ltd.
P.O. Box 3186, Station B
Calgary, Alberta T2M 4L7 Canada
RAA Representative: D. E. Thomson
403/275-2111

Field Aviation West Ltd's over 200 experienced employees perform inspections, overhauls, major repair and rebuilds, and modifications to the full range of corporate and commuter aircraft. A modern refinishing facility, part of 225,000 square feet of hangars, handles painting for aircraft up to 737 size as well as seal manufacturing and refurbishing.

First Bank
Transportation Financing Division
First Bank Place
Minneapolis, MN 55402
RAA Representative: Sally Laux; James Bullion
612/370-4141

First Bank provides loan and equipment lease financing to the regional and commuter airline industry on a direct and indirect basis. Financing options include single investor

leases, vendor and operating lease programs, non-recourse lending, leveraged leases, sale-leaseback transactions and other specialized lease programs.

First Bank System is the 15th largest U.S. banking organization with over $26-billion in assets. FBS offers a full range of financial services including, trust, international, merchant banking and cash management services.

Flight Apparel Industries, Inc.
P.O. Box 166 Columbia Road
Hammonton, NJ 08037
RAA Representative: Barry Zeldin
609/561-9200

Flight crew uniforms, cabin personnel uniforms, counter person apparel and line crew clothing.

Flightplan International
309 Coral Way
Fort Lauderdale, FL 33301
RAA Representative: Mr. Kevin Grady
305/523-0711/FAX: 305-523-0038

Provide brokerage, appraisal consulting and asset management services to financial clients and select referrals, provide sales and leasing of aircraft to the Regional airline industry.

Flight Safety International
300 Metropolitan Square
655 15th Street, N.W.
Washington, D.C. 20005
RAA Representative: E. G. Gleske
202/639-4066

Among the more than 90 simulators operated by FlightSafety are a number for aircraft popular among regional and commuter airline operators. As the authorized training organization for Cessna, de Havilland, Fairchild, Gulfstream Beechcraft, ATR-42, and Piper, these include the Metroliner, SAAB 340, Gulfstream I, 400 Series Cessna piston twins, Twin Otter, Dash 7, Dash 8, ATR-42 and Piper Navajo. In 1987, FlightSafety began a $100 million program to manufacture and operate a fleet of Phase II simulators for some of the most popular regional airliners including the Beech 1900, Brasilia 120, Jetstream 31, Dash 8-300, Shorts 360 and Metro III. FlightSafety provides type specific training programs for over 50 different models of aircraft. Maintenance training is provided at most of its 31 Learning Centers.

FLYING Magazine
1515 Broadway
New York, New York 10036
RAA Representative: Richard M. Koenig
212/719-6951

FLYING Magazine's editorial package is concentrated entirely on the general aviation market. We serve the regional airline industry with positive and supportive editorial. FLYING Magazine is read by the majority of regional airline industry people on a monthly basis.

Fokker Aircraft U.S.A., Inc.
1199 North Fairfax Street, Suite 500
Alexandria, VA 22314
RAA Representative: Stuart Matthews
703/838-0100

Fokker, Dutch manufacturer of civil and military aircraft for over 60 years. Today specializing in short haul and medium haul commercial markets with the new Fokker 50 turboprop—a 50-seat aircraft emphasizing economy, comfort and quality—and the new Fokker 100—a 100-seat twinjet aimed at providing passenger comfort at low cost and an unmatched profit potential. Both ideally suited to performance, economic and passenger appeal requirements of the airlines, and fully backed by comprehensive support facilities.

Forbes Westar Aviation, Inc.
3001 112th Ave., N.E.
Bellevue, WA 98004
RAA Representative: Bruce R. McCaw
206/827-6000

Brokers and consultants in all aspects of the insurance marketplace with respect to the airline industry.

Ford and Harrison
600 Peachtree-At-The-Circle
1275 Peachtree Street
Atlanta, Georgia 30309
RAA Representative: Michael H. Campbell, Thomas J. Kassin
404/888-3800

Los Angeles Office:
10100 Santa Monica Blvd.
Suite 1095
Los Angeles, California 90067
213/551-1125

Ford & Harrison is a law firm specializing in representing management in the various areas of the law involving personnel and labor matters including the Railroad Labor Act, the National Labor Relations Act, the Fair Labor Standards Act (wage-hour law), the Equal Pay Act, the Age Discrimination in Employment Act, Title VII of the Civil Rights Act, and state laws regulating employment. The firm's practice representing airlines includes counseling on employment policies and practices, handling of representation elections, arbitrations, contract negotiations, discrimination charges, wrongful termination lawsuits and litigation involving these matters under federal and state laws, and handling of matters arising under the Federal Aviation Act including representation of airlines in regulatory matters before the Federal Aviation Administration and National Transportation Safety Board.

Fortis Prop Jet
3990 Westerly Place, Suite 210
Newport Beach, California 92660
RAA Representative: Andrew Cunningham
714/476-8288

Fortis Prop Jet is a member of the Fortis Aviation Group of companies that offer a complete selection of aviation services worldwide through major offices located in the UK at London Airport—Stansted, Los Angeles, California and Perth, Australia.

The services provided for Regional Airline Aircraft are remarketing and leasing programs, technical and market valuations, lease management and formal appraisals.

Each office is fully staffed to aid clients to achieve a complete market exposure for their projects on a worldwide basis. Additionally, every phase of the transaction from negotiations to the export and delivery procedure is coordinated on behalf of the client as appropriate.

Frank B. Hall & Company, Inc.
Hall Aviation Division
261 Madison Avenue
New York, NY 10016
RAA Representative: William D. Tillotson
212/922-1300

Western Region
3200 Wilshire Blvd.
Los Angeles, CA 90010
213/386-3700

Frank B. Hall is an international leader in insurance and reinsurance brokerage, employee benefits consulting and risk management services. Hall began as one of the first specialists in aviation coverage almost 70 years ago and has literally grown up with the industry. Hall serves commercial airlines throughout the world and serves aerospace manufacturers, airports, and company owned aircraft. Hall is experienced in handling every aspect of aviation coverage from ground operations to satellite ventures.

Frank Crystal & Company
40 Broad St.
New York, NY 10004
RAA Representative: Brian D. Hopping
212/344-2444

Airline insurance.

Frasca International, Inc.
606 South Neil Street
Champaign, Illinois 61820
RAA Representative: Rudy Frasca
217/359-3951

Manufacturer of flight simulators.

Fred S. James & Company
3811 Turtle Creek Boulevard
Dallas, Texas 75219-4419
RAA Representative: Charles Botts
214/651-4000
Short Hills, NJ: John A. Horner 201/564-7200

Associate Member Directory

Los Angeles, CA: Roger C. Gustafson
213/385-0545
Detroit, MI: William J. Colgan 313/649-2100
Atlanta, GA: Jeffrey R. Zito 404/237-8444
Ft. Lauderdale: J. Scott Morrow 305/764-7700

America's premier insurance broker with more than 80 offices in the U.S. alone. Our nationwide network of aviation insurance specialists respond quickly to changing market conditions and offer a maximum degree of expertise and creativity in the design, implementation and servicing of comprehensive insurance and risk management programs for the Regional Airline Industry.

Garrett Auxiliary Power Division
2739 E. Washington Street
P.O. Box 5217
Phoenix, AZ 85010
RAA Representative: Dave Zenk
602/220-3143

The Garrett Auxiliary Power Division has been created to provide specialized products and service. Once a part of the Garrett Turbine Engine Company, the new organization will work exclusively in the development, production and support of auxiliary power units.

Having manufactured more than 50,000 auxiliary power units since 1948, the Garrett Auxiliary Power Division will continue the tradition of excellence that has made Garrett the world's leading producer of auxiliary power units for the airlines. Of special significance to the regional airlines is the proven Garrett model GTCP36-150 auxiliary power unit used by more than 40 operators worldwide on the Embraer Brasilia, Fokker 100, BAe ATP and the SAAB 340.

Garrett Engine Division
Mail Stop 35-20/301-1A
111 S. 34th Street
P.O. Box 5217
Phoenix, AZ 85010
RAA Representative: Dave Pishko
602/231-2589

The Garrett Engine Division, Phoenix, Arizona is a unit of Allied-Signal Aerospace Company in Los Angeles. Garrett has produced over 11,000 TPE331 engines and has over 36 million hours of operating experience. The Garrett TPE331-5 is utilized on the Dornier 228 aircraft. The BAe Jetstream 31 and the CASA 212 have a 1,000 shp TPE331-10 engines, while the Metro III is driven by 1,000 shp TPE331-11s. New versions of the Jetstream and Metro series have been announced utilizing the new TPE331-12 engines.

Garrett has begun a full scale development of a new 2,000 shp class TFE351-20 engine, which was recently selected for use on the Embraer/FAMA CBA-123 aircraft.

Gas Turbine Services
9850 Waples St.
San Diego, CA 92121
RAA Representative: Mark Williams
610/546-3838

Repair and overhaul turbine engine components for PT-6, AL250, Garrett 331 and ALF502 engines utilizing state-of-the-art equipment such as CNC controlled laser cutting, milling and welding equipment and plasma robotics, along with a full compliment of in-house capabilities to facilitate rapid turn times with an engineering staff to develop specialized repairs under SFAR 36 authority.

GE Aircraft Engines
1000 Western Avenue
Lynn, Massachusetts 01910
RAA Representative: George Rabone
617/594-2841

GE is a major manufacturer of aircraft engines for the world's commercial airline fleets. The Small Commercial Engine Department is responsible for turbofan and turboprop engines used in regional airliners. The CT7-9 Turboprop selected to power the SAAB-340, the CASA-Nurtanio CN-235 and Bromon BR-2000 is the latest in a series of new fuel efficient engines being offered by the company.

Georgetown Aircraft Services, Inc.
Route 5, 15 Nanticoke Avenue
Georgetown, DE 19947
RAA Representative: Sal Scarfi, Operations Manager & Bill Lesniczak, Director of Design, Engineering & Manufacturing
302/856-7333

Georgetown offers factory authorized maintenance for EMBRAER aircraft and interior Refurbishment, avionics sales and service, exterior paint refinishing and soundproofing packages for all commuter and corporate aircraft.

Global Academy, Ltd.
4840 Roswell Road, Bldg. E. Suite 200
Atlanta, GA 30342
RAA Representative: Lynn S. Bickley
404/257-0035

Global Academy provides comprehensive travel career training for entry level positions in all aspects of the travel industry to include airlines, travel agencies, hotels, tour operators, car rentals, cruise lines, etc. State of the art computer training is provided as well as emphasis placed upon professional and career development. Courses include PreResident and Full-Resident Training.

GPA Jetprop
110 Harbor Plaza
Stamford, CT 06902
RAA Representative: Paddy O'Meara
203/323-7777

GPA Jetprop is a 50:50 joint venture between GPA Group Ltd, the Irish aircraft leasing and financing company, and Pacific Western Airlines of Canada. The company specializes in leasing turboprop aircraft in the 19–70 seater category to regional air carriers worldwide.

Gulf Coast Aviation
479 Industrial Boulevard
Naples, FL 33942
RAA Representative: Bill Moyer, Fabio Tagliasacchi
813/643-5012

FAA accessory overhaul and repair facility certified in Class I, II, and III. Gulf Coast Aviation offers a very fast turnaround time being airline oriented and are specialists in the electrical and hydraulic fields.

Hartzell Propeller Products Division
1800 Covington Avenue
Piqua, Ohio 45356
RAA Representative: Jimmie A. Reedy
513/778-4377

Having been in the aircraft propeller business since the early 1900s we pride ourselves on our ability to design and manufacture propellers for the many individual custom needs of our customers.

Our engineers are working constantly to improve the design as well as the materials used to meet the demands of today's aircraft. Our propellers may be two to six-blade in design and the blades may be of aluminum or composite material . . . depending on the requirements of our customers desire.

Hartzell Propeller Products Division is backed by an experienced sales and service team offering worldwide product support and parts availability, in-house technical training, 24-hour worldwide service and technical assistance.

Tomorrow's technology, plus outstanding service - a combination you can count on from Hartzell.

Harvey W. Watt & Company
P.O. Box 20787
Atlanta, Georgia 30320
RAA Representative: Phil Haney
404/767-7501
1-800/241-6103

Harvey W. Watt & Company sells medical loss of license insurance to corporate and airline pilots. Through their medical department, they provide airlines and pilots with guidance in FAA certification and advice in preventive medicine to preserve their health and flying careers. The company also advises pilots on how to restore their FAA medical certification after illness or injury through Albert T. Lojko, M.D., aviation specialist, at Piedmont Hospital (tel. 404-351-2539).

Hazeltine Corporation
500 Commack Road
Commack, NY 11725
RAA Representative: D.L. Miller
516/266-5656

The Hazeltine Corporation is in production of the first 178 FAA/ICAO Standard Microwave Landing Systems to be installed by the U.S. FAA as part of the World Wide ICAO Implementation Program. Installation of the first FAA MLS network will be started in the spring of 1988.

Additionally, Hazeltine manufactures ICAO/FAA Standard Microwave landing Systems and has completed installations at Cadillac, Sturgis and Bellaire, Michigan; Perkasie, Pennsylvania; Jasper Hinton, Chipewyn, High Level, Lloydminster Alberta, Canada; Westland Helicopters Airport, Yeovil England. Standard systems have been purchased by the Italian & Canadian Governments for test & development of operational & airspace procedures. An FAA leased system has been installed on R.E. Byrd Airport, Richmond, VA and commissioned for IFR use and MLS demonstration flights.

Heron, Burchette, Ruckert & Rothwell
1025 Thomas Jefferson Street, N.W.
Suite 700E
Washington, D.C. 20007
RAA Representative: J.E. Murdock III
202/337-7700

Representation before the Federal Aviation Administration, Dept. of Transportation, N.T.S.B., Congress; state or local authorities concerning safety enforcement, noise, access, E.A.S., economic & consumer issues. Counsel concerning all varieties of commercial and financial arrangements, aircraft purchase and loans, interline (CRS) marketing contracts, airport leases and other contracts.

Hobart Brothers Company
Ground Power Division
1177 Trade Road East
Troy, Ohio 45373
RAA Representative: Thomas M. Kendall
513/332-5246

Supplies ground power equipment.

Honeywell, Inc.
5353 W. Bell Road
Glendale, Arizona 85308
RAA Representative: Charles W. Bennett
602/863-8000

Honeywell is a major supplier of high technology integrated avionics systems for the entire aviation industry. A broad line of products and systems are designed and manufactured specifically for transport and regional air carrier aircraft. Honeywell's integrated systems and products are supplied to most regional air carrier aircraft manufacturers as standard or standard options. Modernization avionics products and systems are also available for existing airline fleets.

Howmet Turbine Components Corp.
6202 Central Freeway
Wichita Falls, TX 76307
RAA Representative: Roger Reynolds
817/855-8401

Howmet Turbine Components Corporation is a recognized world leader in the manufacture of precision investment castings for jet aircraft and other gas turbine engines. The company also is an important supplier of superalloys and titanium products. The company's Component Refurbishment Operation specializes in the overhaul and repair of hot section components for the engines of all turbine powerplant manufacturers, the PT6, ALF502, CF6-6&50, JT8D, and the JT15D

Hudson General Corporation
111 Great Neck Road, PO Box 355
Great Neck, New York 11022
RAA Representative: Warren J. Regan
516/487-8610

Hudson General provides a broad scope of services to the industry at various key airports throughout the U.S. and Canada. Such services include: aircraft ground handling, air freight operations, cargo warehousing, passenger handling services, aircraft maintenance, sky cap services, ramp cleaning, airline fuel management services, aircraft fueling, fuel sales, snow removal, equipment maintenance and ground transportation, sell, lease, maintain and remanufacture GSE and snow removal equipment; leasing of hangar, office and tie-down space. With such a broad array of services supporting the airline industry, Hudson General is widely recognized as one of the major aviation service companies in North America, having a reputation of professionalism and quality service performance.

Indiana Beechcraft Inc.
P.O. Box 51830
Indianapolis International Airport
Indianapolis, Indiana 46251
RAA Representative: Lawrence K. Hamm
317/241-2893

Indiana Beechcraft is a Beechcraft authorized distributor for all Beechcrafts; specializing in support of model 99, C-99, & 1900 commuter aircraft. Indiana Beechcraft is a supplier of Beechcraft spare parts, Pratt and Whitney PT6 and Garrett TPE331 hot section parts.

Insurance Company of North America
1185 Avenue of the Americas (23rd floor)
New York, NY 10036
RAA Representative: Frank A. Clavelli
212/819-2640

Multi-line insurance company actively involved in the business of insuring aircraft hull, liability and most periphery coverages for commuter/regional airlines.

Integrated Information Management Systems, Inc.
125 S. Fifth Street
Reading, PA 19602
RAA Representative: Donald Schildt
215/373-5205

IIMS supplies software and computer systems related to flight crew scheduling. The system produces schedules for up to 30 pilots and periods of one month or less.

Interavia S.A.
86 Avenue Louis-Casai, P.O. Box 162
1216 Cointrin-Geneva
Switzerland
41/22/98 05 05
Tlx: 22122 ITAV CH
RAA Representative: Pierre Condom
US Reps: Monika Cornell/Sheena Robbins
703/352-2331

Interavia S.A. is a long-established Swiss Company producing a wide variety of aerospace and defense publications in several languages. Regional airlines and commuter aircraft are given in-depth coverage by the Interavia Air Letter, published daily in English and French. The Interavia Aerospace Review, published monthly in English, French, German and Spanish, the Interavia ABC Annual Directory of World Aerospace Industry and Users, and occasional surveys produced by Interavia data. Also from the Interavia stable are the International Defense Review, leading monthly for defense equipment producers and users, International Defense Directory, counterpart to the ABC Directory in the defense field, and Space Markets, a new quarterly journal.

Interiors Two
Custom Aircraft Designs
4200 E. Belleview Avenue
Littleton, CO 80121
RAA Representative: Barbara J. Fey
303/770-4507

Interiors Two provides custom Air Carrier design and space planning. We can take your color scheme, logo, and theme from the ticket counter—into the carrier cabin with complete coordination. We are familiar with the latest lighting systems, service area components, sound proofing and fire safety U.S. government code materials, all meeting FAA requirements.

Interiors Two will present fabrics, colors and ideas with display boards for your management team, and couple this service with obtaining competitive completion bids, which can be accomplished with on the job supervision.

Associate Member Directory

International Air Academy, Inc.
2901 East Mill Plain Boulevard
Vancouver, WA 98661-4835
Extensions—The Tech Center
2326 Millpark Drive
St. Louis, MO 63043

2980 E. "G" Street
Ontario, CA 91764

8955 Guilford Road
Columbia, MD 21046
RAA Representative: Arch Miller, President
800/234-1350

The International Air Academy, Inc. provides the Airline Industry with graduates from its Air/Travel School and offers training on a contract basis. The Air/Travel School and the training offered on a contract basis includes ticketing, reservations, management, tariffs and telephone sales.

International Aviation and Travel Academy
300 W. Arbrook Blvd.
Arlington, Texas 76014
RAA Representative: Bob Woody
800/527-2260
In Texas—800/492-2160

International Aviation and Travel Academy, provides the airline industry well-trained and highly motivated employees. Our graduates receive extensive training including 100 hours of CRT instruction, tariff and ticketing, telephone sales and a travel industry overview.

The services of our placement department are provided at no cost to employer or graduate. All candidates are prescreened to meet the qualifications of the employer. We provide resumes and will assist with interviews at our facility or yours.

International Aviation and Travel Academy also offers contract training. We can fulfill initial startup needs or provide recurrent training programs in a wide range of skills and knowledge areas. Customized training programs are also available.

Interturbine Dallas
1177 Great Southwest Parkway
Grand Prairie, TX 75050
RAA Representative: Tony Lee
214/647-7800/Telex: 79421
FAX: 214/641-6974

Interturbine Dallas, with facilities in Grand Prairie and Arlington, Texas, is involved in the repairs of turbine engine components such as blades, vanes, honeycomb seals, bearing housings, cases, nozzles, supports and other products pertaining to various turbine engines. Repair capability exists on engines of all sizes and types including, JT3, JT8, CF6, JT9, PT6, A250, TPE334, JT15, T53 and others.

Heat treating and coatings are also offered with approvals from Pratt & Whintey, Allison and other OEM's.

Interturbine produces unique and standard repairs at low cost with a strong emphasis on low turn around time and a large rotabel pool of parts to provide required turntimes.

Janney Montgomery Scott Inc.
Five Penn Center Plaza
Philadelphia, PA 19103
RAA Representative: Jeffrey P. Price
215/665-6190

Investment banking/transportation finance—raise debt and equity capital for commuter air carriers. We work closely with management in preparing business plans, forecasts, and pro forma financial projections. Our staff also works with management in selecting the optimal financing strategy to meet the company's goals.

Jeppesen Sanderson, Inc.
55 Inverness Drive East
Englewood, CO 80112
RAA Representative: Robert S. Hopkins
303/799-9090

Jeppesen Sanderson provides information services, training materials and pilot supplies to the civil aviation industry. Information services consist of world coverage of updated flight information charts and pages for pilots and navigation data for computerized systems data bases. Integrated pilot training systems materials consist of audiovisuals, texts, workbooks and associated student supplies covering initial and refresher training. Pilot supplies are associated with flight information and training.

Jet Electronics and Technology
5353 52nd Street
Grand Rapids, Michigan 49508
RAA Representative: R. Otzman
616/949-6600

The product line of Jet Electronics and Technology includes: J.E.T. Pack standby artificial horizon and emergency power supply; as well as solid state inverters, vertical gyros, remote gyro indicators, eliminate engine monitors and custom designed systems.

Jet Turbine Service, Inc.
3929 California Parkway
Fort Worth, TX 76119
RAA Representative: Peter LoBello
817/536-0012

Provides (1) spare parts for Aircraft, powerplants and APU's (2) Sells and leases Jet engines and Garrett APU's

Johnson & Higgins
125 Broad Street
New York, New York 10004
RAA Representative: Thomas W. Small
212/574-8172

Johnson & Higgins is one of the world's largest insurance brokers with a global network of offices throughout the United States, Canada and most major countries in the world. J&H has a separate aviation department in N.Y. with specialists in many branch offices. J&H offers a comprehensive insurance program designed specifically for commuters.

Jonas Aircraft & Arms Co., Inc.
225 Broadway
New York, New York 10007
RAA Representative: Robert S. Jonas
212/619-0330

This company serves as distributor for the Britten-Norman Islander aircraft for commuter airlines and has full stock of aircraft parts and accessories in the United States.

Started by Mr. Frank Jonas in 1927, the company has been in aviation since 1934.

Kavouras, Inc.
6301 34th Avenue South, Room 100
Room 100
Minneapolis, Minnesota 55450
RAA Representative: Steve Madsen
800/328-2278 or 612/726-9515

Kavouras, Inc. is a Single Source meteorological and flight planning company. Through the companies RADAC Color Weather Radar Remoting System, and Weatherlink VISTABriefing stations, to Custom Terminal and Route System Forecasts, Kavouras has become one of the largest meteorological information suppliers in the airline industry. Currently the company is developing a Automated Flight Release and Flight Planning System for the regional airlines.

Kollsman Avionics Division
220 Daniel Webster Highway
Merrimack, NH 03054
RAA Representative: Fred Winnai
603/889-2500

The Kollsman Avionics Division develops and manufactures flight instrumentation for commercial, military and regional aircraft throughout the world. A worldwide network of sales representatives, authorized service facilities and dealer/installers support Kollsman's flight instruments.

Kubota Tractor Corporation
Central Division, 13780 Benchmark Dr.
Farmers Branch, TX 75234
RAA Representative: J.H. Daniel
(214) 241-5900
Headquarters:
550 W. Artesia Blvd.
Compton, CA 90220
213/537-2531

Kubota tow tractors combine a dependable three-cylinder diesel engine designed to run on either No. 2 diesel fuel or Jet A fuel, with a wide range of options to suit working needs and weather conditions. Kubota airline tractors are supported by a nationwide dealer organization for parts and service.

Kurth & Company Inc.
4400 MacArthur Blvd. N.W.
Suite 303
Washington, D.C. 20007
RAA Representative: Charles B. Kurth
202/342-1691

Kurth & Co., Inc. is an established commuter/regional airline planning firm with

over 80 years experience in all aspects of the airline business. Strengths include pricing, scheduling, traffic forecasting, market & fleet planning, financial/business planning, appraisals and labor negotiations. These disciplines have been applied to start up, reorganization, merger/acquisition, DOT 419 subsidy bid/negotiations and public offering projects in addition to traditional market/business planning studies.

Lockheed Air Terminal of New York
1035 First Street
Stewart International Airport, NY 12550
RAA Representative: Jeffrey A. Lehman
914/564-7200

Airport management to include all phases of construction management, fueling, fueling management, systems design, terminal construction and financing.

Lockheed DataPlan, Inc.
90 Albright Way
Los Gatos, California 95030
RAA Representative: Ron Patton
408/866-7611
800/FLTMGMT

Lockheed DataPlan, Inc. provides computerized flight plans for airlines, and complete weather briefings including graphic weather charts.

LORI
510 South Lansing
Tulsa, Oklahoma 74120
RAA Representative: Tony Smith
918/560-5680

LORI is involved in the: repair and remanufacture of bonded flight control surfaces, radome manufacturing and repair, lightweight composite interior panel manufacturing, window repair and refurbishment. LORI also manufactures lightweight composite airline seating. Our LORI, repairs oil coolers and heat exchangers for commercial and General Aviation.

Marathon Power Technologies
P.O. Box 8233
Waco, TX 76714
RAA Representative: Leon J. Andrus
817/776-0650

Marathon Battery Company manufactures nickel-cadmium batteries, pocket-plate nickel-cadmium batteries, magnesium batteries, battery chargers, airborne static inverters, and custom electronics for military aviation, communications, and standby power applications. The company is the original equipment battery supplier to virtually all manufacturers of commuter aircraft and provides 24-hour, seven-day-a-week service.

Marsh & McLennan, Inc.
1221 Avenue of the Americas
New York, New York 10020
RAA Representative: Raymond C. Brooks
212/997-4628

The world's largest insurance brokers, Marsh & McLennan is broker for leading trunk airlines, regional airlines, major airframe manufacturers, power plant manufacturers and component manufacturers. Included in its portfolio are a number of commuter airlines, and Marsh & McLennan operating through its Aviation Co. intends to make its further penetration into all segments of the aviation industry.

Martins Uniforms
P.O. Box 7455
Tampa, FL 33673
RAA Representative: Jim Klein
813/877-0511 800/627-8467

Pilots uniforms, in-flight uniform apparel, ticket agent apparel, ground crew uniforms and emblems.

McCauley Accessory Division
3535 McCauley Drive, P.O. Box 430
Vandalia, OH 45377
RAA Representative: Chuck Rocco
513/890-5246

The world's largest supplier of aircraft propellers, from fixed pitch Cessna 150 to the five blade on the Starship.

McDonnell Douglas Finance Corporation
3855 Lakewood Boulevard
C1-990 18A-34
Long Beach, CA 90846
RAA Representative: Steve Nevin
213/593-8365

McDonnell Douglas Finance Corporation is a full service financing company offering tax oriented and conditional sales financing on commercial aircraft for trunk and regional airlines. MDFC offers a variety of financing products, including operating leases, long-term tax oriented leases and vendor programs. The company is committed to maintaining a significant presence in the regional aircraft financing marketplace.

McGuire, Woods, Battle & Boothe
2000 Pennsylvania Avenue, N.W.
Washington, D.C. 20006
RAA Representative: Curtis M. Coward
703/356-2200

McGuire, Woods, Battle & Boothe is a national law firm with offices in Washington with substantial experience in leasing, tax securities, labor and litigation. To add to this solution-oriented, creative and cost-effective approach, it has added Curt Coward to its team to provide legal services to the aviation industry. In addition to its full line of services, the firm can provide RAA members with legal advice on FAA enforcement proceedings, DOT economic and consumer issues, airport noise and access cases, antitrust concerns, airline marketing developments, and aircraft acquisitions.

The Memphis Group
3781 Premier Cove
Memphis, Tennessee 38118
RAA Representative: Ron Rucker
901/362-8600

A supplier of overhauled and certificated avionics, instruments, engine and airframe parts and accessories, and test equipment. The Memphis Group specializes in NAV/COM, ADF, Transponder, Flight Director, DME and Auto Pilot components and IFR test equipment. The Memphis Group also is the North American Distributor for Aviointeriors of Rome, Italy, a leading European manufacturer of aircraft seats & Testori Mills of Milan, Italy, a world-wide known manufacturer of all types of aircraft textile products.

Metro Credit Corporation
8260 Greensboro Dr., Penthouse A
McLean, VA 22102
RAA Representative: Jim Walker
703/847-6595

Metro Credit Corp. is an independent leasing company with a portfolio of aircraft leased to commuter airlines. As a continuing investor and lessor in equipment for the commuter industry, we provide lease financing for all types and manufacture of equipment including aircraft, ground equipment, communication systems and computers.

Mid-Canada Equipment Sales Ltd.
1932 Brookside Blvd.
Winnipeg MB R3C2E6
RAA Representative: Linda Eryou
204/694-1700

Mid-Canada is a major supplier of new and refurbished ground support equipment. Our line of new products has been designed and priced with regional operations in mind. It features the 'Old Faithful' De-icer, a variety of ground power units including the 'Mighty-Multi' Mobile Unit, as well as disabled passenger boarding equipment. Mid-Canada also maintains a balanced inventory of used ground support equipment.

Midway Airlines, Inc.
5959 South Cicero Avenue
Chicago, Illinois 60638
RAA Representative: Rick Larsen—Director Mkt. Planning
312/838-4805

Midway Airlines operates DC9 and B737 aircraft on routes linking 29 cities in the Continental United States, the Virgin Islands, and Nassau, Bahamas. Midway's headquarters and principle hub are located at Chicago's Midway Airport. The airline maintains maintenance facilities at both Midway Airport and Miami International Airport and has operations offices at all of the airports it serves.

Midway also provides service which links Midway Airport with 15 additional cities in the Midwest. This service is provided through the

Associate Member Directory

Midway Connection, a wholly owned subsidiary and through a code sharing arrangement with another carrier.

Mitchell Aircraft Instruments, Inc.
4930 S 2nd Street
Milwaukee, WI 53207
RAA Representative: Croydon Kemp
414/744-5737 1-800-558-3903

Certified FAA Repair Station #C13-33 Class 1,2,3,4 Unlimited Instrument Repair Distributor for Astronautics, RC Allen, United, Sigma Tek.

New Repair and overhaul of Static Inverters, and Power Supplies.

Monogram Sanitation
4030 Freeman Blvd.
Redondo Beach, CA 90728-1180
RAA Representative: Rodney Bleam
213/643-5957

Monogram Sanitation has been the industry leader in airborne toilets for over 25 years. Monogram is standard equipment on the ATR-42 & ATR-72, Casa 212, DeHavilland D-7 & D-8, Embraer EMB-120, Fokker F-27, F-28 and F-100, Nihon YS-11 and Saab SF-340 & 340B.

Monogram is also leading the industry in the development of computerized vacuum toilets which are standard equipment on Boeing 767 and Airbus A320.

Montgomery Systems Tech, Inc.
14341 Chambers Road
Tustin CA 92680
RAA Representative: H. Steve Montgomery
714/731-2709

Ice protection systems repair & overhaul on air intakes, & Prop Spinners on the following aircraft F-27, H.S. 748, G-1, FH-227, Convair 580. Lockheed Electra, Hercules 382, Convair 340, Convair 440 YS-11, SD3-30 & SF-340.

Daniel Morton & Company, Inc.
Three Landmark Square
Suite 400
Stamford, Connecticut 06901
RAA Representative: E. Daniel Morton
203/325-9055

Daniel Morton & Company, a specialist in aviation development banking, is involved in all aspects of regional airline financing. This includes performing evaluations of capital requirements and arranging start-up venture capital, private placements, public offerings, merger/acquisition analyses, and aircraft financings. Additionally, we draw on a unique 30-year mix of experience in both the airline industry and the investment community to advise regional airlines on financial and marketing strategy and financial public relations.

Nomad Distributors International, Inc.
P.O. Box 13005 Airgate Station
Sarasota-Bradenton Airport
Sarasota, FL 34278
RAA Representative: Ronald D. Ciaravella
813/355-7735

Nomad distributors Internaticnal, Inc. is the exclusive distributor of the NOMAD N24 and N22 aircraft manufactured by Government Aircraft Factories, Melbourne, Australia.

The versatile 12 to 16 passenger NOMAD is purpose-built for the commuter/freight market and powered by two fuel efficient Allison 250-B17C turbo-prop engines.

Nomad Distributors International, Inc. has established an international sales network to market the NOMAD as well as providing 24 hour a day maintenance and parts support.

North American Aviation Supply Corporation
Hangar #1, Smithtown Avenue
Ronkonkoma, NY 11779
RAA Representative: John Leslie
516/737-0300

Specializing in Starter Generator Overhaul, Sales and Spare Part Support. Also supporting Bell Helicopter N2 Linear and Rotary Actuators along with Grimes Lights and misc. other electrical accessories.

Northwest Airlines, Inc.
Minneapolis/St. Paul International Airport
St. Paul, MN 55111
RAA Representative: George A. Rasmusson
612/726-7864

Northwest Airlines' route system spans three-fourths of the globe, from North America to Asia to Europe, serving 200 cities in 19 countries. Northwest operates a fleet of 312 aircraft, and has on order 50 additional aircraft, including Airbus A320, Boeing 747-400, and Boeing 757. As an integral part of its 1988 marketing plan, Northwest continues to look at regional airlines as suppliers of essential passenger and cargo feed traffic to its major hubs of Minneapolis/St. Paul, Detroit and Memphis, as well as other key cities. Northwest has demonstrated its commitment to regional affiliates through the Northwest Airlink program. Four regionals now operate under Airlink marketing agreements, and a similar relationship exits between Northwest and USAir.

Northwest, a consistent profit leader in the airline industry, will continue to build upon its commitment to regional airlines ` a logical means of extending the Northwest route system to airports not adapted to its fleet mix.

Official Airline Guides, Inc. (OAG)
2000 Clearwater Drive
Oak Brook, Illinois 60521
RAA Representative: Kristin Nilsson
312/574-6000

As the travel industry source of airline schedule and fare information, OAG, Transportation Guides Division, publishes ten quick reference guides benefiting the traveling public. Three world area Pocket Flight Guides compliment the North American, Worldwide, and Electronic Editions. The Air Cargo Guide features worldwide cargo schedules and rates.

Utilizing its vast computerized data base, OAG also produces reservation load tapes, timetables, schedule and tariff ducts and services and customized magnetic tape products for airlines worldwide.

Olin Financial Services
120 Long Ridge Road
Stamford, Connecticut 06904-1355
RAA Representative: William A. Strachan
203/356-2786

Olympus Corporation
Industrial Fiberoptics Division
4 Nevada Drive
Lake Success, NY 11042-1179
RAA Representative: Peter G. Lorenz
516/488-3880

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P & L Aviation Associates, Inc.
58 the Crossway
Scarsdale, NY 10583
RAA Representative: Jeremy Papantonio
914/723-7872

P & L Aviation Associates, Inc. provides professional consulting services to regional and commuter airlines in marketing and economic analysis; major airline code-sharing relationships; start-up situations and mergers; fleet planning and acquisition; route and schedule analysis; strategic planning and implementation; government and regulatory affairs; and destination development and marketing.

PacAero
P.O. Box 3226
Burbank, California 91504
RAA Representative: Tom Hodges
818/841-7800

Stocking distributor/dealer for Bendix, Lear-Siegler, Leland, G.E., Westinghouse, Hartman Hella, Diehl, Teleflex Syneravia, Mechanical Products, and other manufacturers of electrical accessories and parts.

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Overhaul all electrical accessories, including solid state controls, used on U.S. and most foreign built aircraft and helicopters.

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Pacific Propeller, Inc.
P.O. Box 946
Kent, Washington 98035
RAA Representative: Roger A. Pearson
206/872-7767

Pacific Propeller, Inc. (PPI) is an FAA Repair Station No. 4123 for repair and overhaul of all makes of aircraft propeller systems and related accessories. PPI is a distributor/dealer for Aeroproducts, Hartzell, Dowty Rotol and McCauley propeller systems and is the worlds largest independent overhaul facility for Hamilton standard propellers including those used on the DHC-7, DHC-8, EMB 120, ATR42, CV580 and C-130.

PaineWebber Incorporated
1285 Avenue of the Americas
New York, New York 10019
RAA Representative: Jai P. Bowers
212/713-3686

PaineWebber's Investment Banking/Corporate Finance organization can offer regionals a broad range of financial services, specifically to evaluate and design overall equipment financing strategies and to locate and secure the most attractive rates and terms available on public or private offerings of debt or equity.

Pan Am Weather Systems
6300 34th Avenue South
Minneapolis, MN 55450
RAA Representative: Holly Nelson
612/727-1084

Pan Am Weather Systems a company dedicated to bringing the world of weather to you! A combination of drastic cost reduction through an offering of *unlimited* access time at a fixed cost.

WeatherMation (tm)—Economical satellite delivered Weather and Flight Planning. *WeatherMation* (tm) uses standard commands for easy display of FAA and NWS information, including DIFAX charts, alphanumerics, . . . along with our own flight plans.
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Pan American World Airways, Inc.
Pan Am Building
New York, New York 10166
RAA Representative: William L. Cody
212/680-6337

Pan Am's Commuter Services Department provides liaison with commuter airlines under contract to Pan Am. Commuter Services also coordinates all joint marketing, reservations and ground services with non-contract commuter airlines.

Pan Am's unique combination of domestic routes to the major U.S. gateway cities and its unparalleled international route system flowing from these cities, offers excellent mutual feed opportunities.

Parker Hannifin Corporation
Airborne Division
711 Taylor Street
Elyria, Ohio 44036
RAA Representatives: Ken Kretschmer and Syd Reames
216/323-4676

Aircraft Wheel & Brake Division
1160 Center Road
Avon, Ohio 44011
RAA Representative: John Bakos
800/BRAKING or 216/937-6211

Gas Turbine Fuel Systems Division
17325 Euclid Avenue
Cleveland, OH 44112
RAA Representative: Don Vala
216/531-3000

Airborne Division manufactures fuel and pneumatic systems, de-ice systems and environmental control systems. Aircraft Wheel & Brake Division manufactures Cleveland wheels, brakes and components, and air conditioning. Gas Turbine Fuel Systems Division manufactures fuel system components including nozzles, manifolds, atomizers and fuel controls.

PATS, Inc.
9570 Berger Road
Columbia, MD 21046
RAA Representative: Jeffrey S. Tinter
301/381-5533

Auxiliary Power Units, Fuel Tanks, Airstairs, Airconditioning and Humidifier Systems, In-flight Refueling Systems.

Peat, Marwick
2020 N. Central Avenue, Suite 1200
Phoenix, AZ 85004
RAA Representative: Robert A. Fenimore
602/253-2000

Professional accounting firm offering services in accounting and auditing, tax planning and research and airline-related consulting services in such areas as management information systems and data processing alternatives, financing alternatives, planning and budgeting, statistical revenue accounting applications, maintenance and inventory controls, executive compensation and employee benefits.

Phoenix Aviation Managers, Inc.
Home Office: 1640 Powers Ferry Rd., Bldg. 3
Marietta, Georgia 30067
West Coast: 1701 Novato Blvd., Suite 202-3
Novato, California 94947
RAA Representative: William P. McGloin
404/951-7970

Phoenix Aviation Managers provides aviation hull and liability coverage for the General Aviation industry, and turbine engine mechanical breakdown and deductible insurance for the Airline market.

Piedmont Airlines
One Piedmont Plaza
Winston-Salem, N.C. 27156-1000
RAA Representative: William Gardner
919/770-8390

Piedmont Aviation Supply
5125 Blalock Industrial Blvd.
College Park, Georgia 30349
RAA Representative: Richard L. King
404/765-1850

Piedmont Aviation Supply, a worldwide aircraft parts supplier, offers you a multimillion dollar inventory of major product lines, as well as turbine support/service and an extensive exchange rotable pool specializing in Beach, Piper, Boeing, YS-11 and others. With a fully stocked Aeroquip approved hose shop, Piedmont Aviation Supply is also ready to fill your hose requirements. Call 800/647-3701, AirLine Division Sales. Locations: Albany, GA; Atlanta, GA; Charlotte, NC; Denver, CO; Ft. Lauderdale, FL; Gaithersburg, MD; Honolulu, HI; Kansas City, KS; Los Angeles, CA; Miami/Opa Locka, FL; San Antonio, TX; San Jose, CA; Seattle, WA; St. Paul, MN; Tampa, FL; Winston-Salem, NC

Pioneer Commercial Funding Corp.
16 Black Hawk Rd.
Scarsdale, NY 10583
RAA Representative: Uri Lieber
914/472-8585

Finance company specializing in providing working capital to regional/commuter airlines.

PLM Transportation Equipment Corporation
655 Montgomery Street
San Francisco, CA 94111
RAA Representative: Marc J. Anderson
415/989-1860

PLM-TEC is a transportation equipment company which offers lease financing and remarketing services for regional airlines, corporate and medical users of turbo-prop, helicopter and jet aircraft.

Polaris Aircraft Leasing
Four Embarcadero Center
San Francisco, CA 94111-4146
RAA Representative: Al Ramirez
415/362-0333

The business of aircraft leasing is Polaris' only business. As industry specialists, we are able to offer our clients services that go far beyond financing or the services of traditional leasing companies.

Concentrating solely in the aviation field, Polaris has built a team with unusual depth of aircraft experience. Our staff combines more than 100 years of commercial aircraft experience. In addition, our officers maintain expertise in a broad range of specialized areas within the airline field-from technical aspects to finance. As a result, we have a solid understanding of how airlines work, from fleet planning to equipment financing decisions.

PPG Industries, Inc.
Central Bank Building, Suite 650
Huntsville, Alabama 35801
RAA Representative: Thomas M. Yelle
205/539-2975

PPG manufactures windshield and passenger windows and other aircraft transparencies for all phases of aviation. Their electrically heated de-ice windshields are used extensively on commercial aircraft manufactured by such companies as Aeritalia/Aerospatiale, Beech, Cessna, deHavilland, Dornier, Embraer, Fairchild, Fokker, Gulfstream, Israel Aircraft and Piper.

Pratt & Whitney Canada, Inc.
1000 Marie Victorin
Longueuil, P.Q. Canada, J4G 1A1

Associate Member Directory

RAA Representative: David B. Leslie
514/647-7077

The company has a corporate mandate for the design, development, manufacture and service of small gas turbine engines for air, land and sea applications. Aircraft such as the Beech 99 and the 1900, the de-Havilland Twin Otter and Dash-7, Embraer's EMB-110, the Israel Aircraft Arava, the Shorts 330 and 360, and the Piper T-1040 are powered by the PT6 turboprop engine.

The PW100 turboprop, specifically designed for the 30–70 passenger commuter aircraft, has been selected to power five new generation commuter aircraft, the Embraer EMB-120 Brasilia, the deHavilland Dash-8, the Aerospatiale/Aeritalia ATR-42, the British Aerospace ATP, and the Fokker 50.

PRC Aviation
6262 Swan Road, Suite 269
Tucson, AZ 85718
RAA Representative: R. Dixon Speas
602/299-0410

Professional consulting services with respect to flight equipment selection, management, financial planning, flight operation, maintenance, market study, and forecasting for regional airlines and manufacturers of regional category of aircraft, engines and accessories.

Professional Pilot Magazine
3014 Colvin Street
Alexandria, VA 22314
RAA Representative: Murray Smith
703/370-0606

Written for career professional pilots by career professional pilots. Editorial covers current and future issues, trends, technique, safety [illegible]ries, equipment checks and comm[illegible]tary.

PTC Aerospace
Rt 202
Bantam, CT 06750
RAA Representative: Arthur St. John
203/567-9441

Our company specializes in aircraft interiors, seats, galleys, closets and spare parts for any of the above.

Rand McNally and Company
DocuSystems Group
8255 N. Central Park Avenue
Skokie, IL 60076
RAA Representative: Mike Konstant
312/673-9100

Rand McNally's DocuSystems Division is the world's leading supplier of passenger related products and the premier airline ticketing specialist. Primary emphasis is placed on design, production, storage and distribution of book, carrier strip, and continuous type tickets, including ATB's. Extended product line includes interline and on-line baggage tags, ticket jackets, boarding passes, airway bills and miscellaneous support documents.

Additional capabilities include developing and processing revenue accounting and data management systems for all airlines and the Airline Reporting Corporation. These include frequent flyer program and various travel related services.

Product innovations from Rand McNally include: ImageGard®, a printing process allowing visual means of detecting altered ticket coupons; TicketChek®, and electronic method of detecting fraudulent or stolen ticket coupons.

Rediffusion Commercial Simulation, Inc.
P.O. Box RSIM
Arlington, TX 76005
RAA Representative: Marion S. Griffith, Jr.
817/640-5000

Rediffusion manufactures flight simulators, visual systems and training devices, including computer-based training programs.

Rich Mountain Aviation, Inc.
Rt. 1, Box 294M
Mena, Arkansas 71953
RAA Representative: Larry Rowlett
501/394-3124

Modifications and structural repair center for regional and commuter air carriers. Freon air conditioner installations on SD3-30, Jetstream 31, Saab 340 aircraft. Cargo door fabrication and installation on F-27 family of aircraft service center for Airwork.

Long inspections on Shorts, Fokker, Jetstream, etc. Also have capability to paint and redo interiors. U.S. installation center for AVFG "wide-body" look interiors on F-27.

River City Avionics, Inc.
2843 Business Park Drive
Memphis, Tennessee 38118
RAA Representative: Jim Jeffreys, President
Jimmy Rosenbush, Vice President
FAX 901/366-1037, Telex 5106001502

River City Avionics, Inc. provides overhauled and new surplus avionics and instruments for aircraft ranging from cabin class twins to large jets. Equipment available includes COMM, NAV, DME, XPDR, ADF, RADIO ALT, GPWS, RADAR, FLIGHT DIRECTOR AND AUTOPILOT. River City also buys outright or takes on consignment equipment surplus to your airline's needs.

Riverside/Jets Associates
P.O. Box 3087
Evansville, Indiana 47730
RAA Representative: A. D. Searl
812/424-9211 812/424-9211 800/422-JETS

Jets provides AV LL100, Jet A, fuel farm engineering, and ground handling to regional carriers, and FBO's thoughout the U.S. and Puerto Rico.

Roberts & Associates, Inc.
22320 Foothill Blvd., Suite 510
Hayward, CA 94541
RAA Representative: Jay B. Smith
415/537-6001

Rollins Burdick Hunter Co.
National Aviation Division
123 North Wacker Drive
Chicago, IL 60606
RAA Representative: Donald A. Wilson
312/701-4201
Philadelphia—Gilbert White—215/925-6100
Los Angeles—Leslie DeWald—818/577-8900
Wichita—Al Burton—800/835-2677

Rollins Burdick Hunter Co. is a multinational insurance broker. The National Aviation Division staff of aviation insurance experts represents business and commercial aviation interests including the airline industry. Founded in 1898, RBH is one of the nations largest insurance brokers.

Rolls-Royce Inc.
Corporate Headquarters
475 Steamboat Road
Greenwich, CT 06830
203/625-8600

15303 Ventura Boulevard
Suite 1420
Sherman Oaks, CA 91403
RAA Representative: Dennis Richardson
818/905-5955

Rolls-Royce designs, develops, and manufactures a range of gas turbines for commercial and military aircraft including helicopters. Worldwide, 289 airlines, 114 armed forces and 700 business jet customers operate 100 different types of Rolls-Royce powered aircraft in 119 countries. Rolls-Royce's latest turbofan, the Tay, is now in service powering the Gulfstream IV business jet. Swissair is the first operator of the Tay powered Fokker 100. Both aircraft are powered by the 13,850 pounds thrust Tay 620 version and the 15,100 pounds thrust Tay 650 will power versions of the Fokker 100 ordered By USAir and Guinness Peat Aviation. The Dee Howard Company has announced its intention of reengining the Spey powered BAC 1-11 aircraft with Tay 650 engines and Rolls-Royce is studying a 17,500 pounds thrust version of the Tay for other possible reengining applications.

Rolls-Royce (Canada) Ltd.
P.O. Box 1000, Montreal AMF
Montreal, Quebec H4Y 1B7
Canada
RAA Representative: Gerald G. Sosontovich
514/631-3541

Overhaul, repair and servicing of a wide range of gas turbines including all marks of the Rolls-Royce Dart and Spey engines. Lease engine and accessory programs and a spares parts supply network.

Saab Aircraft of America, Inc.
200 Fairbrook Drive
Herndon, VA 22070
703/478-9720
RAA Representative: Ron L. Sherman

Responsible for Saab 340 marketing, sales and product support in North America. The Saab 340 is a new generation turboprop

regional airliner capable of carrying 30 to 37 passengers. The aircraft first began revenue service in June 1984 and is produced by the Saab Aircraft Division of Saab-Scania AB in Linkoping, Sweden.

It is the only new generation turboprop regional airliner capable of being operated under FAR Part 135 or Part 121 FAA directives. In addition to North America, the Saab 340 is operated in Europe, Australia, South America and the Far East.

Sage Foods, Inc.
Division of Kraft Foodservice
3460 Empire Blvd.
Atlanta, GA 30354
RAA Representative: Stanley Lansky
404/767-0309

Our company offers total distribution and marketing services to the inflight food service industry.

Santarelli, Smith, Kraut & Carroccio
1155 Connecticut Avenue #900
Washington, D.C. 20036
202/466-6800
RAA Representative: Donald E. Santarelli

Services provided: Legal and counselling services to aircraft manufacturers and regional airlines.

Satair, Inc.
80 King Spring Road
Windsor Locks, CT 06096
RAA Representative: Poul Elgaard
203/623-3930

Satair Inc is a subsidiary of Satair A/S in Denmark and is responsible for marketing and sales to the North American Marketplace. The products offered are primarily for Fokker F-27, F-28 and deHavilland DHC-6 aircraft and covers a wide range of rotables, parts and tooling. A support inventory of ready to go components is currently being established in the USA to offer immediate delivery on exchange or outright basis.

Savance Corporation
500 Davis Center
Evanston, IL 60201
RAA Representative: Bryan Troutman
312/475-2340

Savance Corporation arranges lease financing of commercial transport aircraft and other aviation related equipment with emphasis on the regional airline industry. Equipment management and remarketing services are also available.

Schneller, Inc.
P.O. Box 670
6019 Powdermill Road
Kent, Ohio 44240
RAA Representative: Don E. Strange
216/673-1400

SCHNELLER manufactures custom laminates and coated fabrics exclusively for aircraft interior use. Products can be custom decorated and comply with the latest FAA regulations.

SFENA Corporation
2617 Aviation Parkway
Grand Prairie, Texas 75051
RAA Representative: Roscoe C. Armstrong
214/988-8000

Gyro Horizon Sales
Avionics Completions
Aircraft Customization
Gyro & Avionics Repair
Design Engineering

Short Brothers (USA), Inc.
2011 Crystal Park Drive
Suite 713
Arlington, Virginia 22202-3702
RAA Representative: A. Oakley Brooks, Jr.
703/769-8700

Specialists in design, production, and support of regional/commuter aircraft. Product range includes the 36 seat Shorts 360, which went into service in December 1982, and the 30 seat Shorts 330 airliner; the 330 has also been modified to fill the role of bulk freight and small package feeder aircraft. All aircraft feature widebody appeal, low noise levels, and superior fuel productivity. Shorts also produces the Skyvan utility aircraft and aerostructures for other manufacturers.

SH & E, Inc.
(formerly Simat Helliesen & Eichner, Inc.)
708 Third Avenue, N.Y., NY 10017
212/682-8455

One University Office Park
Waltham, MA
RAA Representative: Richard Murphy
617/894-6214

Route and fleet planning, aircraft appraisals/inspections/residual value estimates, Section 419 subsidy applications, management consulting, financial planning, mergers & acquisitions analysis, market research and feasibility studies, data bases and management information systems.

Simmonds Precision—Product Support Operations
5250 N.W. 33 Avenue
Ft. Lauderdale, FL 33309-6301
RAA Representative: William W. Thomas
305/497-0100

Provide overhaul, repair and exchange for all Simmonds precision fuel quantity systems, engine ignition systems and activators. Only factory authorized source for service of Pitch Trim Activator on Fairchild Metro and Saab 340. Manufacturer of calibration equipment for A.C. capacitance and D.C. capacitance fuel quantity systems.

Singer-Link Flight Simulation Division
Kirkwood Industrial Park
Binghamton, NY 13902
RAA Representative: John L. Billeter MS-836
607/721-2377

Link Flight Simulation Division of The Singer Company produces a full range of aircraft simulators, associated training devices and services for the airline industry. Link's product line provides training devices ranging from a relatively simple, generic, fixed-base trainer with associated instructor station, to an aircraft-specific simulator featuring a motion system, dynamic hydraulic control loading and a visual system.

SLI International
International Division
One Circle West
Stamford, Connecticut 06902
RAA Representative: Jerry Hines
203/351-8300

Starter Generators, Pumps and aftermarket sales and support of Electro-Mechanical replacement parts.

The International Division of Smiths, located in Stamford, Connecticut, is responsible for the aftermarket sales and service of LSI Power Equipment Division AC/DC electrical systems and spares. LSI PED is the leading manufacturer of AC/DC electrical systems for fixed and rotary wing aircraft with both civil and military applications.

SMS Associates, Inc.
Suite 335, 1001 Connecticut Avenue, N.W.
Washington, D.C. 20036
RAA Representative: Janet St. Mark
202/659-8705

SMS provides management assistance in all areas of regional airline activity. It prepares Section 401, 419 and fitness applications, FAA exemptions, testimony and reports. It performs strategic planning analyses, route and fleet planning studies, market surveys and airport access evaluations. The firm also offers expert assistance on Parts 135 and 121 of the FARs. The company provides competent, expert assistance in all areas of government regulation whether safety and operational or economic.

Southeastern Aviation Underwriters, Inc.
P.O. Box 20439
Atlanta, GA 30325
RAA Representative: Wm. Floyd Garner
404/351-8303

Insurance.

Southern Marine and Aviation Underwriters
610 Poydras St.
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RAA Representative: Wm. Floyd Garner
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Sperry Corporation
12 Valley Forge Executive Mall
480 Swedesford Road
Wayne, Pennsylvania 19087
RAA Representative: Gene E. Keller
215/293-0300

Sperry Corporation is involved in the manufacturing and marketing of computer systems to domestic airlines.

Associate Member Directory

Standard Aero
33 Allen Dyne Road
Winnipeg, Manitoba, Canada R3H 1A1
RAA Representative: R.A. (Art) Carter
204/775-9711

Standard Aero provides overhaul services for Allison 501 and 250 series engines, Lycoming T53 & T55 engines, PWC PT6A engines, General Electric T58 engines, and a wide variety of engine and airframe accessories. Most models of engines and accessories are available on an exchange basis and several engine types are available for rent. Turbine engine maintenance courses are offered at Winnipeg or customer's own location. Field service is provided 24 hours a day from Dallas, Charlotte, Van Nuys, Vancouver, Montreal & Winnipeg. SAL London, England is the European Distributor and Direct Service Dealer for the Allison T56/501. An International Office in Bellevue, Washington exports parts and overhaul services to all seven continents.

Steele & Fornaciari
2020 K Street, NW
Suite #850
Washington, D.C. 20006-1857
RAA Representative: Michael F. Goldman
202/887-1779

Steele & Fornaciari is a Washington, D.C. law firm specializing in aviation and transportation law. It represents aviation industry clients including regional/commuter airlines before DOT, FAA, State Department and U.S. Customs Service on such matters as DOT/FAA certification; aircraft purchases; leases and sales; Canadian route authority; essential air service subsidies; and airport slot buy/sell procedures.

Sundstrand Data Control
15001 N.E. 36th Street
Redmond, WA 98073-9701
RAA Representative: Michael S. Rhode
206/885-3711

Manufactures flight safety, control, and maintenance-related avionics equipment, such as flight recorders, wind shear detection and alerting systems, and airborne communication and data management systems.

Sundstrand Turbomach
Advanced Technology Group
Sundstrand Corporation
4400 Ruffin Road
P.O. Box 85757
San Diego, CA 92138-5757
RAA Representative: D. R. Louis, Jr.
619/569-5804

Manfacturer of gas turbine auxiliary power units (APUs).

Superior Air Parts; Inc.
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Addison, TX 75001
RAA Representative: John C. Herman, Director of Marketing
214/233-4433

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Superior Ground Support, Inc.
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Marquette, MI 49855
RAA Representative:
906/228-8118

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713/878-3000

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- Customer Relations
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Systron Donner
935 Detroit Avenue
Concord, California 94518
RAA Representative: William S. Treadwell
415/674-6700

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Technical Sales Support
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Ronkonkoma, NY 11779
RAA Representative: Tim Pellegrino
516/588-7800

Accessory overhaul and repair services include hydraulics, electrical, electronic, landing gear, pneumatics, propeller overhaul/repair, FAA Repair station services—CAMCO-ARDCO-SEMSA-Texas Camco.

Technicraft Products Div.
Keddeg Co.
1401 Montgoll Kansas City MO 64127
RAA Representative: Rod Laughlin
816/241-3340

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840 West Brockton Avenue
Redlands, California 92373
RAA Representative: Dick Ruff
714/793-3131

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Teledyne Neosho
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P.O. Box 648
Neosho, Missouri 64850-9199
RAA Representative: M. A. (Dutch) Barbettini
417/451-1810

Teledyne Neosho is one of the Teledyne, Inc., companies. This Company is a diversified company engaged in the manufacture of aircraft precision gears and the overhaul of turbine and jet engines for the business and commuter airline market. Teledyne is the appointed overhaul agency for General Electric on the CJ610/CF700 Engines, AVCO LTS/LTP101 Engine, and the Garrett TPE331.

Textron Lycoming
550 Main Street
Stratford, Connecticut 06497
RAA Representative: Joseph A. Mauriello
203/385-3148

As an original equipment manufacturer of turbofan, turboprop and turboshaft engines, Textron Lycoming's principal activities include the sale of engines, modules, accessories, spare parts, and product support services to aircraft operators. These support efforts include setting up overhaul and repair facilities with the necessary test equipment to aid in the maintenance of these engines.

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Aviation Safety Systems/3M
Building 223-3N-01, 3M Center
St. Paul, MN 55144-1000
RAA Representative: William P. Boland
612/736-9036

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Thompson Aircraft Tire Corporation
7775 N.W. 12th St.
Miami, FL 33126
RAA Representative: Matthew J. Hennessy
305/592-3530

Commercial aircraft tire retreading aircraft wheel and brake overhaul/service (FAA approved). World-wide exclusive distributor of new (commercial) aircraft tires (mfg. Bridgestone).

Time Aviation Services, Inc.
9255 San Fernando Road
Sun Valley, CA 91352
RAA Representative: John Butler
818/768-6598

Stockists and distributors of jet, turbine & piston expendable & rotable components, consisting of engines, avionics, hydraulics, instrumentation, wheels and brakes. Manufacturer of aircraft maintenance tooling and ground support equipment.

Trans-Aero Industries
502 North Oak Street
Inglewood, CA 90302
RAA Representative: Anthony A. Coletto
213/412-1772

Trans-Aero Industries, Inc is a major overhauler and refurbisher of airline passenger seats. The company offers a variety of options for overhaul and refurbishing, including a seat exchange program and a kit for in-house refurbishing. In addition, the company markets new and refurbished cabin attendant seats and seat components.

Trans World Airlines
605 Third Avenue
New York, New York 10158
RAA Representative: Sherry A. Lewis
212/692-3145

In representing substantial passenger exchange with many commuter airlines, TWA has always been a leader with regard to Interline Traffic Agreements with commuter air carriers and presently has over one hundred such agreements in effect. Along with these agreements, TWA is committed to work closely with individual carriers to market each other's services jointly. Such functions as airport gate accommodations, reservation system displays, development of collateral material, and schedule coordination are examples of the close relationship TWA enjoys with many commuter airlines.

Turbo Power, Inc.
6321 N.W. 74th Avenue
Miami, Florida 33166
RAA Representative: Bill Cranz
305/592-3195

Turbo Power provides overhaul and repair services for the Allison T56/501 and P & W PT6A engines. A product support group provides preventative diagnostic and post delivery support on a worldwide basis. TPI also provides sale, lease and exchange programs and HSI services.

Unison Industries, Inc.
530 Blackhawk Park Ave.
Rockford, IL 61104
RAA Representative: Bradley D. Mottier
815/965-4700

Unison Industries, Inc. is an innovative leader in the design and manufacture of ignition systems for aircraft engines. The Unison TX-100 and TX-200 Series Exciters for turboprop and fan jet applications are completely solid state and provide superior performance while reducing operational costs. Unison's Slick Aircraft Products Division designs and manufactures magneto and wiring harness ignition systems for piston engine aircraft. The record breaking around-the-world flight of the Voyager was powered by Unison ignition systems. More aircraft around the world fly with Unison on board than all other ignition manufacturers combined.

United States Aircraft Insurance Group
1 Seaport Plaza
199 Water Street
New York, New York 10038
RAA Representative: Thomas Guterl
212/952-0100

A group of independent insurers which provides facilities for all forms of aviation insurance available, hull physical damage, aircraft liability, airport liability, aircraft products liability, hangar keepers liability and workers compensation. All USAIG operations are managed by U.S. Aviation Underwriters Inc. a separate corporation which has worldwide authority to accept or reject proposals, specify rates, bind risks, settle claims, and issue policies of insurance on behalf of the group.

United Tractor Company
116 N. 15th Street
Chesterton, IN 46304
RAA Representative: Charles Young, General Manager
219/926-1186

Assemble Aircraft Towing Tractors

University of North Dakota Center for Aerospace Sciences—
Box 8216, University Station
Grand Forks, ND 58202
RAA Representative: John Odegard, Dean
701/777-2791

The Center for Aerospace Sciences, housed in the new $7.3 million complex on the University of North Dakota campus, contains over 88,000 sq. ft. of modern classrooms, advanced computer labs, and spacious offices. The Center's FAA approved flight school is located in a new flight training facility featuring a computerized dispatch area, specialized flight planning room, and a state-of-the-art flight simulation center. Courses: 38; students: 850; Founded: 1968; College Degrees: aviation administration, airport administration, aeronautical science, airway science, aviation services, space studies; Training aircraft: 50; simulators: 7 (S.E., S.E. visual, M.E., turboprop, helicopter-all computer generated); FAA licenses and ratings: pvt , comm., instr., Citation I, ATP, M.E.,M.E.I., CFI, CFII, seaplane rating, glider.

USAir, Inc.
Washington National Airport
Washington, D.C. 20001
RAA Representative: Robert A. Jenkins
703/892-7050

USAir's Commuter Activities Department provides liaison with Allegheny Commuter operators under contract to USAir.

The seven Allegheny Commuters operate 66 aircraft on a route network that serves more than 50 cities in the USA. In 1986, Allegheny Commuters carried more than 2 million passengers.

Van Beurden & Associates
P.O. Box 67
Kingsburg, CA 93631
RAA Representative: Mark F. Matthews
209/897-2975

Van Beurden & Associates is a regional insurance broker with 6 offices in California. As a member of the Greenwich Group, Van Beurden & Associates is a part of a national network of 12 regional independent agencies. VBA specializes in all forms of transportation insurance.

WECO Inc. Aerospace Systems
P.O. Box 547, 1020 Airport Rd.
Lincoln, CA 95648
916/645-8961 FAX. 916/645-1547

Southern California:
4206 W. Burbank Blvd., P.O. Box 6547
Burbank, CA 91505

Sacramento Area:
P.O. Box 547
1020 Airport Road
Lincoln, California 95648
916/645-8961
818/845-8711

FAX 818/845-2972
TELEX 69-8522
RAA Representative: William H. Weygandt

Weco Inc. sells services, and manufacturers electrical accessories. They are a F.A.A. approved repair station with locations in Northern and Southern California. WECO represents as service centers or distributors the following companies: Lear Siegler inc., Marathon Flite-Tronics, Jet Electronics, Hartman Electric, General Electric, Auxilec Inc., Leland Electrosystems, F.A.A. approved repair station No. 461-67.

Wilkerson Company, Inc.
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P.O. Box 438
Crewe, Virginia 23930
RAA Representative: W. H. Wilkerson
804/645-9641

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4121 Colleyville Blvd., Suite 7
Colleyville, TX 76034
RAA Representative: Richard T. Chance
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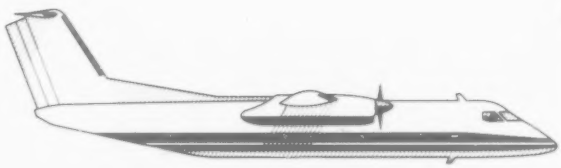

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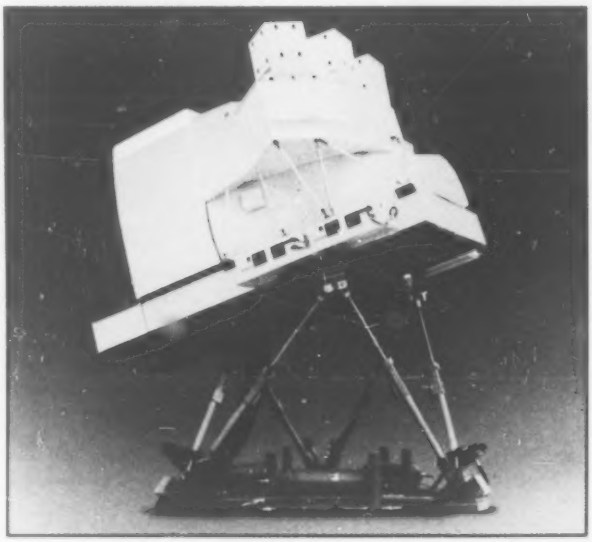

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Services in North America

Section 419 Compensation by Carrier and Community October 1, 1987

Effective Date of Rate	Carriers[1]	Communities[2]	Annual Amount[3]	No. of Points
02–15–85	Bar Harbor Airlines (1)	Lewiston/Auburn, ME	209,092	1
01–29–86	Sky West Airlines	Ely, NV	386,332	1
02–16–86	Friendship Air Alaska	Nyac, AK	4,800	1
03–04–86	Mesa Airlines	Silver City/Hurley/Deming, NM	169,390	1
04–26–86	Precision Airlines	Montpelier/Barre, VT	188,191	1
06–01–86	CCAir	Winston/Salem, NC	95,328	1
06–30–86	Horizon Air	Salem, OR	182,775	1
09–22–86	Crown Airways	Oil City/Franklin, PA	128,504	1
09–26–86	Exec Express	Temple, TX	425,825	1
10–01–86	Simmons Airlines (1)	Jackson, MI	249,678	1
10–11–86	Big Sky Transportation	Glasgow, Glendive, Havre, Lewiston, Miles City, Sidney, Wolf Point, MT; Williston, ND	1,612,106	8
10–14–86	Propheter Aviation	Sterling/Rock Falls, IL	248,011	1
11–01–86	CCAir	Danville, VA	217,856	1
12–01–86	Mesaba Aviation	Devils Lake, Jamestown, SD	620,976	2
12–02–86	Executive Air Charter	Ponce, PR	266,848	1
12–14–86	Alpine Aviation	Moab, UT	172,930	1
01–01–87	Alaska Airlines	Cordova, Gustavus, Petersburg, Wrangell, Yakutat, AK	1,414,021	5
01–06–87	Peninsula Airways	Kodiak Bush Community Cluster, AK	215,006	19
01–12–87	Sky West Airlines	Cedar City, UT	190,642	1
01–12–87	Sky West Airlines	Page, AZ	187,559	1
01–12–87	MST Aviation	Beloit/Janesville, WI	261,050	1
01–26–87	Presidential Express	Clarksburg, Morgantown, WV	257,659	2
02–19–87	Air LA	Blythe, CA	401,958	1
02–20–87	Golden Pacific Airlines	Winslow, AZ	203,654	1
02–25–87	Exec Express	Enid, Ponca City, OK	375,291	2
03–01–87	Atlantic Southeast Airlines	Gadsden, AL	183,137	1
03–01–87	Chitina Air Service	Boswell Bay, Cape Yakataga, Icy Bay, AK	98,217	3
03–13–87	Presidential Express	Elkins, WV	263,096	1
03–24–87	WestAir Airlines	Crescent City, CA	154,660	1
04–01–86	Atlantis Airlines (1)	Moultrie/Thomasville, GA	427,211	1
04–01–87	Air Midwest	Dodge City, Garden City, Goodland, Great Bend, Hays, Hutchinson, Parsons, KS; Lamar CO; Liberal, KS/Guymon, OK	1,586,263	9
04–01–87	Direct Air	Kokomo/Logansport/Peru, IN	355,756	1
04–01–87	Presidential Express	Hot Springs, VA	150,017	1
04–06–87	Bemidji Airlines	Mankato, Worthington, MN	359,199	2
04–11–87	Golden Pacific Airlines	Kingman, AZ	329,327	1
04–16–87	Brockway Air	Massena, Ogdensburg, Plattsburgh, Saranac Lake, Watertown, NY	83,445	5
04–16–87	CCAir	Beckley, Bluefield, WV	145,031	2
04–20–87	GP Express Airlines	Alliance, Chadron, Sydney, NE	424,898	3
04–20–87	GP Express Airlines	Hastings, Kearney, McCook, NE	1,044,433	3
04–20–87	40-Mile Air	Chisana, AK	14,193	1
04–20–87	Sportsman	May Creek, McCarthy, AK	18,227	2
04–24–87	Simmons Airlines (1)	Sault Ste. Marie, MI	242,953	1
04–28–87	CCAir	Rocky Mount, NC	180,492	1
05–01–87	Mesa Air Shuttle	Gallup, NM	60,121	1
05–20–87	Friendship Air Alaska (1)	Cape Newenham, AK	28,822	1
05–24–87	GP Express	North Platte, Scottsbluff, NE	548,444	2
05–24–87	GP Express	Grand Island, NE	457,977	1
05–28–87	Friendship Air Alaska (1)	Seward, AK	53,331	1
05–31–87	Peninsula Airways	Atka, AK	370,770	1

Section 419 Compensation by Carrier and Community October 1, 1987 (continued)

fective Date of ..ate	Carriers[1]	Communities[2]	Annual Amount[3]	No. of Points
06–01–87	Exec Express	El Dorado/Camden, Harrison, Ho: Springs, Jonesboro, AR	1,592,265	4
06–01–87	Sky West Airlines	West Yellowston, MT (06/01/87–09/30/87)	71,406	1
06–01–87	Mesa Air Shuttle	Worland, WY	352,655	1
06–01–87	Midcontinent Airlines	Columbus, Norfolk, NE; Yankton, SD	654,236	3
06–07–87	Horizon Air	Ephrata/Moses Lake, WA	164,336	1
06–25–87	Alliance Airlines	Manistee/Ludington, MI; Manitowoc, WI; Marinette, WI/Menominee, MI	1,065,119	3
)7–01–87	Valley Airlines	Laconia, NH	249,786	1
)8–01–87	WestAir Airlines	Merced, CA	310,521	1
08–01–87	Mesaba Aviation	Brookings, Huron, Mitchell, SD	326,813	3
08–29–87	Mesa Air Shuttle	Alamogordo/Holliman AFB, NM	256,916	1
09–01–87	Prime Air	Mt. Vernon, IL; Clarksville, TN/Ft. Campbell/Hopkinsville, KY	615,543	2
09–01–87	Peninsula Airways	St. George, AK	110,205	1
09–06–87	Yute Air Alaska	Portage Creek, AK	10,192	1
09–06–87	Yute Air Alaska	Twin Hills, AK	1,363	1
09–07–87	Exec Express	Brownwood, TX	189,876	1
09–07–87	Exec Express	McAlester, OK; Paris, TX	568,548	2
09–21–87	Midcontinent Airlines	Kirksville, MO	235,637	1
10–06–87	Propheter Aviation	Clinton, IA	203,708	1
10–06–87	Great Lakes Aviation	Ottumwa, IA	238,498	1
10–29–87	CCAir	Athens, GA	111,702	1
11–22–87	Mesa Air Shuttle	Hobbs, NM	85,690	1
		Total—Lower 48 States & Puerto Rico	**21,341,370**	**98**
		Average per Point	**217,769**	
		Total—Alaska	**2,339,147**	**37**
		Average Per Point	**63,220**	
		Total	**23,680,517**	**135**
		Average Per Point	**175,411**	

[1]The final rates of compensation for some carriers have expired. Carriers now operating under interim rates pending the outcome of rate renewal and or carrier selection cases are indicated by an "(1)" after name.

[2]This amount will be paid to the carrier pursuant to the rate agreement in each case assuming that the carrier operates the agreed upon completion factor.

[3]Annual subsidy subject to revenue sharing adjustment.

Essential Air Service

Summary of Essential Air Service by State

State	Essential Air Service Communities 1988	1978	E.A.S. Service Exclusively by Regionals 1988	1978	E.A.S. Service Exclusively by Major/National 1988	1978	E.A.S. Service by Major/National and Regional 1988	1978
Alabama	4	5	4	0	0	5	0	0
Arizona	7	6	4	3	0	0	3	3
Arkansas	7	7	7	2	0	3	0	2
California	21	21	18	6	0	10	3	5
Colorado	9	9	9	2	0	4	0	3
Connecticut	3	3	3	3	0	0	0	0
Florida	5	5	2	1	0	2	3	2
Georgia	8	8	6	2	0	6	2	0
Hawaii	3	3	2	3	0	0	1	0
Idaho	4	4	4	1	0	2	0	1
Illinois	12	12	11	3	0	4	1	5
Indiana	6	6	6	6	0	0	0	0
Iowa	7	6	6	1	0	4	1	1
Kansas	11	11	11	11	0	0	0	0
Kentucky	2	2	2	1	0	1	0	0
Louisiana	3	3	2	0	0	0	1	3
Maine	7	7	5	4	0	1	2	2
Maryland	2	3	2	3	0	0	0	0
Massachusetts	5	5	4	4	0	1	1	0
Michigan	17	17	15	1	0	16	1	0
Minnesota	9	9	8	0	0	9	1	0
Mississippi	8	8	7	1	1	7	0	0
Missouri	6	6	5	1	0	2	1	3
E. MT/W. ND	9	9	9	1	0	8	0	0
Nebraska	11	11	11	1	0	8	0	2
Nevada	2	2	2	0	0	2	0	0
New Hampshire	4	4	4	3	0	0	0	1
New Jersey	3	3	3	3	0	0	0	0
New Mexico	9	9	8	1	0	6	0	2
New York	13	13	9	9	0	2	4	2
North Carolina	9	8	5	1	0	6	4	1
North Dakota	2	2	2	0	0	2	0	0
Ohio	3	3	3	1	0	2	0	0
Oklahoma	4	4	4	2	0	0	0	2
Oregon	6	6	5	0	0	0	1	6
Pennsylvania	11	10	9	7	1	3	0	0
Puerto Rico	2	2	2	2	0	0	0	0
South Carolina	3	3	2	0	0	2	1	1
South Dakota	7	7	7	0	0	7	0	0
Tennessee	2	1	2	0	0	0	0	1
Texas	16	16	13	8	3	5	0	3
Utah	3	3	3	2	0	1	0	0
Vermont	2	2	2	2	0	0	0	0
Virginia	7	6	4	0	0	6	3	0
Washington	8	7	6	5	0	0	0	2
W. Virginia	7	7	7	1	0	1	0	5
Wisconsin	10	10	4	2	0	6	5	2
Wyoming	8	8	7	2	0	5	1	1
Total	**327**	**322**	**276**	**112**	**5**	**149**	**40**	**61**

Source: Regional Airline Association

Essential Air Service Determinations

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•Service is provided exclusively by commuter/regional air carriers.

State and C.A.B. Order	City	Hub	Distance to Hub	Guaranteed Essential Air Service: Daily Roundtrip Frequency	Guaranteed Essential Air Service: Seats per Day	Actual Available Service 1/88: Daily Roundtrip Frequency	Actual Available Service 1/88: Seats per Day	Actual Available Service 1/87: Daily Roundtrip Frequency	Actual Available Service 1/87: Seats per Day	Actual Available Service 1/78: Daily Roundtrip Frequency	Actual Available Service 1/78: Seats per Day
Alabama											
83-7-32	Anniston	Atlanta	82	2	80	3	102•	5	90•	7	133
	Dothan	Atlanta	171	2	80	14	393•	14	399•	4	360
84-12-91	Gadsden	Atlanta	98	2	14	2	60•	2	36•	3	57
83-7-32	Muscle Shoals, Florence Sheffield Tuscumbia	Atlanta and Memphis	198 136	2	80	4 4	90• 91•	3 2	54• 38•	1 4	19 76
	Tuscaloosa	Atlanta and Memphis	186 185	2	80	3 —	90• —	4 —	72• —	3 3	270 270
Arizona											
84-4-66	Flagstaff	Phoenix	140	2	80	6/5	114/150	14	266•	3/2	24/106
	Grand Canyon	Las Vegas	169	2	80	5/2	73/60	6	70•	18/2	321/230
	Kingman	Phoenix or Las Vegas	181 193	2	16	— 3	— 24•	2 2	16• 18•	2 —	16• —
	Page	Las Vegas or Phoenix	286 289	2	22	1 2	19• 38•	— 2	— 38•	3 —	24• —
	Prescott	Phoenix	96	2	22	7	56•	5	40•	2	16•
86-12-70	Winslow	Phoenix	187	2	6	2	16•	3	24•	—	—
84-4-66	Yuma	Phoenix and Los Angeles	183 269	2	80	11/5 9	209/150 171•	15 1	285• 19•	2/4 2	16/176 88
Arkansas											
87-3-74	El Dorado Camden	Dallas Ft. Worth and Memphis	241 206	2	40	3 2	24• 16•	— —	— —	3 3	54• 51•
84-5-78	Fayetteville	Dallas Ft. Worth and Memphis or Kansas City	274 245 223	2	80	4 4 3	128• 136• 57•	9 5 2	354• 150• 38•	6/4 — 3	114/212 — 159
	Fort Smith	Dallas Ft. Worth and Memphis	232 249	2	80	11 4	414• 136•	9 5	354• 117•	3/4 1	27/274 115
85-10-46	Harrison	St. Louis and Memphis or Dallas	230 200 320	2 2 to one or 1 to both	20	2 2 —	16• 16• —	1 1 —	19• 19• —	2 — —	106 — —
84-5-78	Hot Springs	Dallas Ft. Worth and Memphis	255 182	2	42	3 —	24• —	— —	— —	2 1	143 53
87-3-74	Jonesboro	Memphis	66	2	24	3	24•	3	57•	11	153•
84-5-78	Texarkana	Dallas Ft. Worth and Memphis	183 254	2	80	13 —	254• —	13 4	241• 76•	3 —	196 —
California											
84-11-16	Bakersfield	San Francisco and Los Angeles	228 108	2 2	80 80	7 14	177• 261•	1 11	115 209•	2 3/4	230 48/460
	Blythe	Los Angeles	201	2	12	2	16•	1	8•	1	44
	Chico	San Francisco[2]	145	2	80	4	120•	4	72•	2	230
	Crescent City	San Francisco[3]	294	2	11	—	—	1	18•	—	—
	El Centro	Los Angeles or San Diego	173 94	2	80	5 1	95• 19•	6 1	114• 19•	3 5	132 45•
	Eureka Arcata	San Francisco	235	2	80	9	353•	3/2	54/230	4	460
	Inyokern	Los Angeles	120	2	80	5	95•	2	30•	2	38•

[1]Under appeal.

[2]Up to 25 percent of capacity may be provided through Sacramento.

[3]Up to 25 percent of capacity may be provided through Portland.

Summary of U.S. Essential Air Service

State and C.A.B. Order	City	Hub	Distance to Hub	Guaranteed Essential Air Service: Daily Roundtrip Frequency	Guaranteed Essential Air Service: Seats per Day	Actual Available Service 1/88: Daily Roundtrip Frequency	Actual Available Service 1/88: Seats per Day	Actual Available Service 1/87: Daily Roundtrip Frequency	Actual Available Service 1/87: Seats per Day	Actual Available Service 1/78: Daily Roundtrip Frequency	Actual Available Service 1/78: Seats per Day
California (continued)	Lake Tahoe	San Francisco[4]	150	2	80	8	152•	6	114•	7	616
87-6-53	Merced	San Francisco and Los Angeles	111 265	2	44	4 2	72• 36•	2 2	34• 38•	1 —	115 —
86-5-104	Modesto	San Francisco and Los Angeles[5]	82 292	2	80	4 6	72• 111•	5 2	109• 38•	1 —	115 —
84-11-16	Monterey/Salinas	San Francisco and Los Angeles	87 270	2	80	25.2 5.6	613/170 128/642	13.7 1.7	270/700 19/740	7 6	845 690
84-11-16	Orange County/ Santa Ana/Anaheim	Los Angeles	32	2	80	18.1	333/153	29	537•	21	399•
	Oxnard/Ventura	Los Angeles	59	2	80	4	72•	11	209•	14	266•
	Palmdale/Lancaster	Los Angeles	55	2	32	5	95•	5	83•	3	57•
	Redding/ Red Bluff	San Francisco	190	2	80	9	257•	4.3	74/345	2	230
	San Luis Obispo/ Paso Robles	Los Angeles and San Francisco	144 191	2	80	10 8	178• 142•	18 9	325• 163•	1 1	27• 27•
	Santa Barbara	San Francisco and Los Angeles	250 100	2	80	4.4 23	98/466 411•	2.4 20.1	38/500 380/155	5 7.4	615 133/460
	Santa Maria	San Francisco and Los Angeles	225 146	2	80	2 12	36• 208•	4 17	72• 294•	1 5.2	27• 135/88
	Santa Rosa	San Francisco	56	2	32	7	102•	7	126•	5	40•
	Stockton	San Francisco and Los Angeles	67 315	2	80	5 3	90• 255	6 3	126• 255	6 3	740 465
87-6-53	Visalia	Los Angeles and San Francisco	170 195	2	50	2 3	38• 57•	3 2	57• 38•	1/1 1	16/115 115
Colorado											
84-6-19	Alamosa	Denver	169	2	64	4	76•	3	57•	3	159
	Aspen	Denver	113	2	80	27	1,612•	25	1,472•	17	880•
	Cortez	Denver	265	2	58	3	88•	3	57•	2	106
	Durango	Denver and Albuquerque or Farmington or another city	188 152 39 —	2	80	7 — 1 —	314• — 44• —	8 0 1 2	376• 102• 53• 230	6/2 — 2 —	48/168 — 106 —
	Gunnison	Denver	139	2	80 (1st quarter) 72 (2nd, 3rd, & 4th quarters)	5	176•	6	216•	2	106
85-7-60	Lamar	Denver	166	2	12	2	38•	2	38•	2	38•
84-6-19	Montrose/Delta	Denver	184	2	80	2	94•	5	163•	1	53
	Pueblo	Denver	104	2	80	4	76•	5	95•	4/3	76/283
	Steamboat Springs/ Hayden/ Craig	Denver	113	2	80	6	300•	8	400•	6/2	114/106
Connecticut											
83-7-20	Bridgeport	Boston	137	2	52	4	144•	5	180•	2	38•
	New Haven	Boston and New York	125 65	2	80	3 10	57• 253•	5 7	19• 209•	1 11	19• 209•

[4]Includes SFO and OAK.

[5]Waived the requirement to serve Los Angeles but does not eliminate it as an eas hub

State and C.A.B. Order	City	Hub	Distance to Hub	Guaranteed Essential Air Service		Actual Available Service 1/88		Actual Available Service 1/87		Actual Available Service 1/78	
				Daily Roundtrip Frequency	Seats per Day	Daily Roundtrip Frequency	Seats per Day	Daily Roundtrip Frequency	Seats per Day	Daily Roundtrip Frequency	Seats per Day
Connecticut (continued)	New London/ Groton	New York	102	2	80	2	38•	3	30•	3	57•
	Stamford	Eligible for essential air service, but no airport facilities									
Florida											
83-9-45	Eglin A.F.B.[6]	Atlanta and	250	2	80	11	379•	10	370•	2	230
		New Orleans	185			5	75•	4	60•	1	90
	Gainesville	Atlanta and	300	2	80	5/4	150/532	5/4	150/556	4	620
		either Orlando	90			10	216•	1	32•	1	90
		Tampa or	115			—	—	3	24•	2	16•
		Miami	295			3/3	57/186	2/3	38/180	3	335
	Key West	Miami	126	2	80	28/6	649/410	23/6	533/400	4	128•
	Lakeland	Eligible for essential air service, but served through Tampa									
	Melbourne	Atlanta and	443	2	80	7	874	7	917	5	655
		Orlando	55			5/1	174/201	4/1	98/155	1	115
		Tampa or	115			—	—	3	24•	3	370
		Miami	160			2	30•	2	50•	3	410
	Panama City	Atlanta and	247	2	80	14	363•	13	444•	3	320
		Orlando, or	288			—	—	3	45•	3	270
		Tampa	235			3	45•	3	45•	2	20•
Georgia											
84-2-40	Albany	Atlanta	146	2	80	12	330•	14	379•	4	410
	Athens	Atlanta	67	2	80	1	15•	3	45•	5	95
	Augusta	Atlanta	143	2	80	10/7	241/805	9/6	222/690	9	1,125
	Brunswick/ St. Simons Island	Atlanta	247	2	80	3	90•	4	72•	3	132•
	Columbus	Atlanta	83	2	80	11/4	305/460	11/4	307/460	10	1,100
	Macon	Atlanta	79	2	80	14	418•	14	385•	5	575
	Moultrie/ Thomasville	Atlanta	186	2	36	2	38•	2	38•	3	57
	Valdosta	Atlanta	208	2	80	4	144•	6	108•	3	320
84-10-116	Waycross	No longer eligible for essential air service									
Hawaii											
83-12-10	Hana	Honolulu and	128	2	52	4	76•	4	76•	2	16•
		Kahului	28			4	76•	4	76•	6	48•
	Kamuela	Honolulu and	141	2	28	2	38•	2	38•	1	8•
		Kahului	75			2	38•	1	19•	4	32•
	Lanai	Honolulu and[7]	73	2	80	4/1	43/50	7	56•	3	24•
		Kahului[7]	34			5/1	51/50	7	56•	3	24•
Idaho											
84-3-115	Lewiston, ID/ Clarkston, WA	Boise and	198	2	80	7	144•	7	146•	2	230
		Seattle	262			3	68•	3	57•	3/2	45/230
84-5-50	Pocatello	Boise and	189	2	80	2	49•	4	89•	2	230
		Salt Lake City	150			6	114•	7	133•	3	345
	Sun Valley/ Hailey Ketchum	Boise and[8]	96			4	120•	4	128•	2	106•
		Salt Lake City	223			5	150•	4	128•	2	106•
86-7-48	Twin Falls	Salt Lake City	175	2	80	5	106•	5	95•	3	295

[6]Served through Ft. Walton Beach, FL

[7]HA provides DH7 service fewer than 3 days per week

[8]8 roundtrips per week with service at least four days per week

• 560 seats outbound/inbound during summer and winter peak season

• 280 seats outbound/inbound during off-peak season

Summary of U.S. Essential Air Service

State and C.A.B. Order	City	Hub	Distance to Hub	Guaranteed Essential Air Service: Daily Roundtrip Frequency	Guaranteed Essential Air Service: Seats per Day	Actual Available Service 1/68: Daily Roundtrip Frequency	Actual Available Service 1/68: Seats per Day	Actual Available Service 1/67: Daily Roundtrip Frequency	Actual Available Service 1/67: Seats per Day	Actual Available Service 1/78: Daily Roundtrip Frequency	Actual Available Service 1/78: Seats per Day
Illinois											
81-10-6	Bloomington	Chicago and	114	2	80	3	132•	3	107•	9/2	135/88
		St. Louis	142			4	76•	5	95•	2	88
80-2-124	Champaign/Urbana	Chicago and	130	2	80	5	195•	7	283•	5	408
		St. Louis	143			4/2	91/205	7/3	133/320	5	383
	Danville	Chicago	116	2	80	4	76•	4	60•	6	90•
	Decatur	Chicago and	152	2	80	5	220•	4	176•	1	44
		St. Louis	110			8	152•	16	304•	5	408•
	Galesburg	Chicago	153	2	52	4	76•	4	76•	7	105•
	Marion/Herrin	St. Louis	100	2	80	6	129•	13	247•	3	203
	Mattoon/Charleston	Chicago or	168	2	46	4	76•	4	60•	2	88
		St. Louis	123			—	—	—	—	2	88
85-8-62	Mount Vernon	St. Louis or	87	2	10	2	16•	2	36•	2	88
		Chicago	217			—	—	—	—	—	—
80-2-124	Quincy, IL/ Hannibal, MO	Chicago and	224	2	80	4	76•	1	19•	3	203
		St. Louis	94			4	76•	8	152•	5/3	95/178
84-8-20	Rockford	Chicago or an	72	2	80	—	—	—	—	2	205
		unspecified hub to	—			4	91(MSP)	—	—	2	20•
		the east and west						4	57•	—	—
81-10-6	Springfield	Chicago and	173	2	80	13	322•	25	553•	4/3	192/203
		St. Louis	84			12	226•	18	342•	9	818
85-7-52	Sterling/ Rock Falls	Chicago	100	2	16	3	24•	2	16•	7	105•
Indiana											
83-6-3	Bloomington	Chicago and	198	2	80	1	19•	2	30•	5	75•
		Indianapolis	44			2	88•	2	88•	5	75•
	Elkhart	Chicago	92	2	80	5	90•	4	200•	11	209•
	Kokomo Logansport/Peru	Chicago	139	2	12	2	16•	2	16•	1	15•
	Lafayette	Chicago	110	2	80	5	120•	6	139•	9	171•
	Muncie/Anderson/ New Castle	Chicago	167	2	66	2	38•	2	38•	5	75•
	Terre Haute	Chicago and	169	2	80	3	57•	3	57•	8	120•
		Indianapolis	58			2	30•	2	30•	5	75•
Iowa											
84-5-74	Burlington	Chicago and	191	2	80	1	19•	1	19•	3	203
		St. Louis	146			4	76•	7	133•	3	178
87-9-64	Clinton	Chicago	125	2	22	3	24•	2	30•	5	75•
85-4-74	Dubuque	Chicago and	156	2	80	4	150•	7	222•	1/3	15/203
		either Omaha,				—	—	—	—	—	—
		Minneapolis, or				2	16•	—	—	1	15•
		Des Moines				—	—	2	36•	—	—
86-8-27	Fort Dodge	Des Moines or	75	2	34	1	15•	2	30•	1	115
		Chicago or	333			—	—	—	—	—	—
		Omaha or	123			—	—	—	—	1	44
		Minneapolis	168			4	76•	4	76•	—	—
	Mason City	Chicago or	298	2	52	—	—	—	—	1	115
		Minneapolis or	120			5	95	5	95•	—	—
		Des Moines	113			—	—	—	—	—	—

Date and C.A.B. Order	City	Hub	Distance to Hub	Guaranteed Essential Air Service: Daily Roundtrip Frequency	Guaranteed Essential Air Service: Seats per Day	Actual Available Service 1/88: Daily Roundtrip Frequency	Actual Available Service 1/88: Seats per Day	Actual Available Service 1/87: Daily Roundtrip Frequency	Actual Available Service 1/87: Seats per Day	Actual Available Service 1/78: Daily Roundtrip Frequency	Actual Available Service 1/78: Seats per Day
Iowa (continued)											
87-9-64	Ottumwa	Chicago or	249	2	8	—	—	2	30●	—	—
		Des Moines or	69			4	60●	2	30●	—	—
		Moline	104			—	—	—	—	2	88
84-5-74	Waterloo	Chicago and	242	2	80	5	91●	3	132●	1	44
		Denver or	678			—	—	—	—	2	230
		Minneapolis or	167			5	110●	5	117●	1	90
		St. Louis	284			2/2	53/205	1	90	—	—
Kansas											
85-7-60	Dodge City	Denver and	299	2	24	2	38●	2	38●	1	19●
		Wichita or	139			2	38●	2	38●	3	57●
		Kansas City	303			—	—	—	—	—	—
	Garden City	Denver and	257	2	46	2	38●	2	38●	1	19●
		Wichita or	182			2	38●	2	38●	3	57●
		Kansas City	338			—	—	—	—	—	—
	Goodland	Denver	172	2	10	2	38●	2	38●	2	38●
	Great Bend	Wichita or	92	2	22	—	—	—	—	3	57●
		Kansas City				2	38●	1	19●	2	38●
	Hays	Denver and	307	2	42	2	38●	2	38●	1	19●
		Wichita or	130			—	—	1	19●	—	—
		Kansas City	246			2	38●	1	19●	2	38●
	Hutchinson	Wichita	37	2	6	2	38●	2	38●	4	76●
	Independence/ Coffeyville/ Parsons	Kansas City	137	2	8	—	—	—	—	2	38●
84-8-84	Liberal/ Guymon	Denver	284	2	58	2	38●	2	38●	2	106
	Manhattan/ Junction City/ Fort Riley	Kansas City	108	2	80	10	201●	14	233●	13/2	104/106
	Salina	Kansas City	165	2	58	3	87●	3	57●	1	53
	Topeka	Kansas City	55	2	80	13	277●	15/2	208/215	15/5	120/389
Kentucky											
85-5-83	London/ Corbin	EAS redefined as zero				—	—				
84-3-71	Owensboro	Louisville	84	2	56	2	30●	3	48●	6	90●
87-12-31	Paducah	St. Louis and	145	2	80	3	57●	8	152●	2	230
		either Memphis	154			4	81●				
		Nashville or	133			3	57●				
		Louisville	183			1	15●	2	36●	2	230
Louisiana											
84-2-5	Alexandria	Dallas and	296	2	80	6	186●	3	96●	3	385
		New Orleans	160			2	36●	3	82●	2	30●
	Lafayette	Houston and	215	2	80	1/4	19/475	3	360	3	270
		New Orleans	151			4	72●	6	108●	6/5	90/450
	Lake Charles	Houston and	141	2	80	7	233●	6	150●	3/3	45/270
		New Orleans	218			4	72●	6	108●	1	15●
Maine											
84-7-76	Augusta/ Waterville	Boston	156	2	80	8	140●	5	75●	13	227●
	Bangor	Boston	201	2	80	7/4	159/592	6/4	115/620	2/5	30/735
	Bar Harbor	Boston	196	2	80 6/1-9/30			2	30●	3	45●
				2	24 10/1-5/31	3	43●				

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Maine (continued)											
85-3-73	Lewiston/Auburn	Boston	122	2	10	3	24•	3	45•	2	38•
84-7-76	Portland	Boston	95	2	80	19/5	396/813	14/5	273/765	9/5	197/775
	Presque Isle/ Houlton	Boston	332	2	80	3	72•	2	64•	2	310
	Rockland	Boston	151	2	78 6/1–9/30 26 10/1–5/31	2	30•	2	30•	4	76•
Maryland											
83-6-70	Hagerstown, MD/ Martinsburg, WV	Baltimore or Washington, DC	62 68	2	80	7 —	133• —	6 —	109• —	7 4	120• 105•
	Salisbury	Baltimore or Washington, DC	85 102	2 2	80 80	10 4	289• 109•	11 2	304• 60•	8 8	135• 195•
Massachusetts											
84-5-86	Hyannis	Boston and New York	61 203	2	80	14 8	155• 134•	20 5	286• 92•	18 3	365• 132•
	Martha's Vineyard	Peak: Boston and New York: Off peak: Boston[9] or New York	70 180 70 180	2 2	80 80	— — 4 2	— — 32• 36•	5 4	40• 42•	6 2	92• 86•
	Nantucket	Boston and Hyannis	91 30	2	80	13 28	137• 297•	6 26	97• 378•	8 20	119• 265•
	New Bedford	New York and Nantucket	169 55	2	80	4 5	66• 40•	6 8	108• 94•	3 3	132• 35•
	Worcester	New York	153	2	80	5/3	117/379	5	126•	3	345
Michigan											
84-11-17	Alpena	Detroit	192	2	26	2	72•	3	54•	1	53
84-12-6	Battle Creek	Chicago	138	2	80	—	—	2	100•	6	114•
84-12-19	Benton Harbor/ St. Joseph	Chicago	71	2	80	3	54•	2	100•	5	265
84-11-17	Escanaba	Chicago or Green Bay or Milwaukee	268 99 195	2	80	— 2 —	— 72• —	2 2 —	72• 72• —	— 2 —	— 230 —
	Flint	Detroit and Chicago	55 223	2	80	7 4	252• 144•	17 2	458• 72•	5 2	389 200
85-10-4	Hancock/ Houghton	Chicago or Milwaukee or Green Bay[10]	370 239 186	2	80	— — —	— — —	— — —	— — —	— — 2	— — 230
84-11-17	Iron Mountain/ Kingsford	Chicago or Green Bay or Milwaukee	273 90 198	2	80	2 1 —	72• 36• —	2 1 —	72• 36• —	2 3 1	230 345 115
	Ironwood, MI/ Ashland, WI	Chicago or Green Bay or Milwaukee or Minneapolis	272 92 198 257	2	34	— — — 2	— — — 72•	— — — 2	— — — 72•	— 1 — 2	— 53 — 106
85-8-61	Jackson	Chicago or Detroit	171 65	2	9	— 2	— 72•	— 2	— 36•	2 3	106 159
84-11-17	Kalamazoo	Chicago and Detroit	116 122	2	80	9 3/4	400• 91/376	9 3/4	398• 108/397	5 5	451 513
85-8-28	Manistee/ Ludington	Chicago	182	2	6	2	16•	2	16•	1	53

[9]Peak season is the period between Memorial Day and Labor Day

[10]Approved Detroit and Minneapolis as alternative hubs

State and C.A.B. Order	City	Hub	Distance to Hub	Guaranteed Essential Air Service		Actual Available Service 1/88		Actual Available Service 1/87		Actual Available Service 1/78	
				Daily Roundtrip Frequency	Seats per Day	Daily Roundtrip Frequency	Seats per Day	Daily Roundtrip Frequency	Seats per Day	Daily Roundtrip Frequency	Seats per Day
Michigan (continued)											
85-10-50	Marinette/ Menominee	Chicago or	224	2	10	2	16•	2	16•	—	—
		Green Bay or	47			—	—	—	—	3	159
		Milwaukee	151			—	—	—	—	—	—
84-11-17	Marquette	Chicago or	320	2	80	—	—	3	114•	—	—
		Milwaukee or	240			—	—	—	—	—	—
		Green Bay	145			3	120•	3	114•	3	345
85-2-2	Muskegon	Chicago	118	2	80	5	186•	4	200•	2	230
						—	—				
84-11-17	Pellston	Chicago and	295	2	80	2	84•	2	72•	1	115
		Detroit	239			2	84•	3	108•	2	168
	Sault Ste. Marie	Detroit	286	2	54 until 4/24/85 30 after 4/24/85	2	72•	3	54•	2	192
	Traverse City	Chicago and	226	2	80	3	126•	2	72•	2	230
		Detroit	207			6	252•	9	289•	4	336
Minnesota											
84-9-43	Bemidji	Minneapolis	190	2	80	6	98•	7	113•	2	106
	Brainerd	Minneapolis	135	2	80 April–Sept. 62 Oct – March	4	126•	4	132•	3	159
	Chisholm Hibbing	Minneapolis	165	2	80	5	125•	4	120•	2	168
	Duluth	Minneapolis and	150	2	80	4/4	91/529	2/4	38/524	7	705
	Superior	Chicago	400			—	—	3	465	3	345
	Fairmont	Minneapolis	140	2	14	3	45•	2	30•	2	106
	International Falls	Minneapolis	260	2 2	80 April–Sept. 54 Oct.–March	2	53•	4	109•	1	115
	Mankato	Minneapolis	70	2	10	3	45•	2	30•	2	106
86-1-56	Thief River Falls	Minneapolis	261	2	34	4	64•	6	98•	1	53
84-9-43	Winona	Served through La Crosse, WI									
	Worthington	Minneapolis	170	2	6	3	45•	3	45•	2	106
Mississippi											
83-12-27	Columbus	Atlanta and	241	2	80	4	120•	5	90•	4	360
		Memphis	136			4	136•	4	120•	3	270
	Greenville	Memphis	122	2	80	5	125•	5	117•	3	270
85-9-66	Greenwood	EAS is redefined as zero				—	—				
83-12-27	Gulfport/ Biloxi	Atlanta and	352	2	80	4	109•	3	96•	1	90
		New Orleans	70			7	105•	5	40•	4	360
	Jackson/ Vicksburg	Atlanta and	341	2	80	5	703	8	960	8	1,005
		Dallas-Ft. Worth	409			7	971	6	890	3	425
	Laurel/ Hattiesburg	Atlanta and	323/250	2	80	2	60•	2	72•	1	90
		Memphis or				3	57•	2	38•	1	19
		Atlanta and	323/115				—	—	—	1	19
		New Orleans or				—		2	38•	1	19
		Memphis and New Orleans	250/115					—	—	1	19

Summary of U.S. Essential Air Service

State and C.A.B. Order	City	Hub	Distance to Hub	Guaranteed Essential Air Service: Daily Roundtrip Frequency	Guaranteed Essential Air Service: Seats per Day	Actual Available Service 1/88: Daily Roundtrip Frequency	Actual Available Service 1/88: Seats per Day	Actual Available Service 1/87: Daily Roundtrip Frequency	Actual Available Service 1/87: Seats per Day	Actual Available Service 1/78: Daily Roundtrip Frequency	Actual Available Service 1/78: Seats per Day
Mississippi (continued)											
84-11-59	Meridian	Atlanta and	267/200	2	80	3	90•	3	108•	3	295
		Memphis				4	76•	4	76•	2	38
87-6-64	Natchez	New Orleans	123	2	10	—	—	—	—	2	34•
83-12-27	Tupelo	Atlanta and	253	2	80	—	—	—	—	2	38
		Memphis	88			5	155•	5	139•	4	76
85-9-66	University/ Oxford	EAS redefined as zero									
Missouri											
84-3-98	Cape Girardeau/ Sikeston	St. Louis	114	2	62	5	95•	6	114•	2/1	38/44
	Columbia/ Jefferson City	St. Louis and[11]	195	2	80	13	247•	20	380•	10/6	84/433
		Kansas City[11] or	152			3	54•	3	57•	4/2	36/88
		Memphis	288			4	76•				
	Ft. Leonard Wood	St. Louis	119	2	28	3	57•	4	76•	1/3	10/150
86-5-39	Joplin	St. Louis and	243	2	80	6	114•	5	95•	4	389
		Kansas City	142			5	95•	5	134•	3	106
	Kirksville	St. Louis	149	2	16	—	—	2	16•	3	24•
	Springfield	St. Louis and	195	2	80	12 3	243 320	9 3	153 345	6	690
		Kansas City	152			6	144•	6	114•	3	314
Eastern Montana and Western North Dakota											
84-1-96	Glasgow	Billings	189	2	10	2	27•	2	27•	2	38
	Glendive	Billings	201	2	6	2	16•	2	16•	1	19
	Havre	Great Falls	107	2	6	—	—	—	—	1	8•
	Lewiston	Billings	92	2	2	2	16•	2	16•	1	19
	Miles City	Billings	135	2	4	2	16•	2	16•	1	19
	Sidney	Billings	245	2	14	2	38•	2	38•	1	19
	Williston, ND	Bismarck and	166	2	70	2	38•	2	38•	1	19
		Billings	284			2	38•	2	38•	1	19
	Wolf Point	Billings	212	2	8	2	27•	2	27•	1	19
Montana											
87-5-76	West Yellowstone	Denver or	480	2 July and	58	—	—	—	—	—	—
		Salt Lake City	280	August	24			—	—	—	—
				June and September							
Nebraska											
85-9-51	Alliance	Denver	210	2	8	2	16•	2	16•	2	38
	Chadron	Denver	240	2	8	2	16•	2	16•	2	38
84-11-94	Columbus	Omaha	95	2	6	2	36•	2	36•	2	106
	Grand Island	Denver and	357	2	80	1	15•	3	150•	3	221
		Omaha	128			1	50•	6	173•	3	283
	Hastings	Omaha	170	2	10	2	16•	2	16•	3	38•
	Kearney	Denver or	318	2	30	3	24•	2	16•	2/1	23/53
		Omaha	190			—	—	1	8•	3	38•
	McCook	Denver	254	2	12	3	24•	2	16•	1/1	8/53

[11]Figures represent service to both Columbia and Jefferson City

State and C.A.B. Order	City	Hub	Distance to Hub	Guaranteed Essential Air Service		Actual Available Service 1/88		Actual Available Service 1/87		Actual Available Service 1/78	
				Daily Roundtrip Frequency	Seats per Day	Daily Roundtrip Frequency	Seats per Day	Daily Roundtrip Frequency	Seats per Day	Daily Roundtrip Frequency	Seats per Day
Nebraska (continued)	Norfolk	Omaha	93	2	18	2	36●	2	36●	2	106
87-3-140	North Platte	Omaha and Denver	251 240	2	68	2 2	30● 69●	5 3	155● 150●	2 4	106 212
84-11-94	Scottsbluff	Denver and Lincoln or Omaha	160 363 401	2	80	3 2 —	88● 30● —	3 — 3	150● — 150●	5 2 —	265 106 —
85-9-51	Sidney	Denver	160	2	6	2	16●	2	16●	2	38
Nevada											
84-2-113	[illegible]o	Reno and[12] Salt Lake City	230 200	2	66	3 2	57● 38●	3 1	57● 19●	1 1	115 115
	Ely	Reno and[12] Salt Lake City	264 184	1	18	2 1	38● 19●	2 1	38● 19●	1 1	115 115
New Hampshire											
84-10-8	Keene	Boston and New York	86 275	2	50	4 3	60● 53●	1 3	15● 57●	3 3	24● 132●
	Laconia	Boston or New York	86 230	2	20 (1st, 2nd & 4th quarters) 48 (3rd quarter)	3 — —	24● — —	— — —	— — —	8 — —	64● — —
	Lebanon/ White River Jct.	Boston and New York	130 240	2	80	9 5	135● 95●	8 1	120● 30●	6 3	164● 132●
	Manchester/ Concord	New York and Boston	220 60	2	80	10 13	250● 287●	11 14	261● 259●	1/3 14/1	9/345 112/115
New Jersey											
84-5-83	Atlantic City	Philadelphia	60	2	80	8	152●	8	183●	10	190●
	Cape May	Philadelphia	73	2	38 6/1-9/15 20 9/16-5/31	4	76●	4	76●	7	133●
86-7-69	Trenton	Any Hub		2	80	3	88●(PHL)	6	145● (PHL)	11	249● (PHL)
New Mexico											
85-8-88	Alamogordo/ Holloman A.F.B.	Albuquerque or El Paso	160 76	2	50	3 —	45● —	3 —	45● —	2/1 3	16/53 24●
84-10-10	Carlsbad	Albuquerque	230	2	54	4	60●	4	64●	2	106
	Clovis	Albuquerque	194	2	32	3	45●	2	30●	4/2	32/106
	Farmington	Albuquerque and Denver	148 277	2	80	13 4	195● 199●	14 3	242● 57●	2 1	106 53
84-8-10	Gallup	Albuquerque	127	2	34	2	30●	2	30●	1	53
87-5-77	Hobbs	Albuquerque	253	2	24	3	45●	4	64●	2	106
85-12-83	Roswell	Albuquerque	163	2	80	10	150●	7	125●	2	143
84-10-10	Santa Fe	Albuquerque or Denver	49 294	2	34	— —	— —	— —	— —	4 1	24● 10●
84-7-32	Silver City/ Hurley/ Deming	Albuquerque	185	2	16	2	30●	2	30●	1	53
New York											
84-3-68	Binghamton/ Endicott/ Johnson City	New York and Pittsburgh	145 247	2	80	11 3	295● 308	6/1 3	189/80 307	9 3	127● 345

[12]For Reno or Salt Lake City, 2 daily roundtrips

Summary of U.S. Essential Air Service

State and C.A.B. Order	City	Hub	Distance to Hub	Guaranteed Essential Air Service: Daily Roundtrip Frequency	Guaranteed Essential Air Service: Seats per Day	Actual Available Service 1/88: Daily Roundtrip Frequency	Actual Available Service 1/88: Seats per Day	Actual Available Service 1/87: Daily Roundtrip Frequency	Actual Available Service 1/87: Seats per Day	Actual Available Service 1/78: Daily Roundtrip Frequency	Actual Available Service 1/78: Seats per Day
New York (continued)	Elmira/ Corning	New York and Pittsburgh	182 208	2	80	3 3	240• 308	1/1 3	19/80 269	8/3 4	119/231 308
	Islip	Any hub	—	2	80	13	291• (BOS)	14	294 (BOS)	2	192 (BOS)
	Ithaca/ Cortland	New York and Pittsburgh	178 236	2	80	4/3 2	136/240 193	4/1 3	151/80 269	3 2	231 154
86-5-46	Jamestown	Pittsburgh	127	2	80	6	125•	6	114•	10	150•
86-4-32	Massena	Syracuse	141	2	22	3	57•	1	19•	1	19•
	Ogdensburg	Syracuse	113	2	20	3	57•	1	19•	1	19•
	Plattsburgh	Albany or Burlington	135	2	45	4 8	76• 152•	3 6	57• 114•	3 6	57• 114•
84-3-68	Poughkeepsie	New York	59	2	80	11	348•	4	120•	12	242•
86-4-32	Saranac Lake/ Lake Placid	Albany	115	2	31	2	53•	2	38•	3	57•
84-3-68	Utica/Rome	New York	183	2	80	5/1	79/80	3	45•	10	179•
86-4-32	Watertown	Syracuse	61	2	25	4	76•	3	57•	4	76•
84-3-68	White Plains	Any hub	—	2	80	16	509• (BOS)	17	528• (BOS)	5	106• (BOS)
North Carolina											
83-11-20	Asheville	Atlanta and Charlotte	164 92	2	80	12 61/5	307• 182/679	13 4/4	326• 110/580	6 4/2	635 60/120
	Fayetteville	Atlanta or Charlotte and Raleigh/Durham, Norfolk, Richmond, or Washington, D.C.		2	80	6 10 3 1 — —	(ATL) 180• (CLT) 1.195 (RDU) 90• (ORF) 145 (RIC) — (DCA) —	5/2 1/8 1 1 — 1	150/130 30/1103 65 155 — 65	3 1 — — 1 2	330 60 — — 115 215
	Hickory	Charlotte	68	2	80	9	273•	7	218•	7	56•
	Jacksonville/ Camp Lejeune	Raleigh/Durham, Norfolk, Richmond, or Washington, DC and Atlanta, or Charlotte	115 160 195 281 407 195	2	80	5 — — — — 3	95• — — — — 405•	1 — — 1 — 3	115 — — 65 — 345	— 2 — 2 — —	— 175 — 175 — —
	Kinston/ Goldsboro/ Greenville	Raleigh/Durham, Norfolk, Richmond, or Washington, DC and Atlanta, or Charlotte	75 135 160 247 406 185	2	80	— — — — — 4/2	— — — — — 110/244	— — 1 1 — 3/2	— — 138 65 — 91/230	— — 2 1 — —	— — 175 100 — —
83-11-20	New Bern/ Morehead City/ Beaufort	Raleigh/Durham or Charlotte	115 248	2	78	5 6	95• 260•	— 5	— 160•	1 —	60 —
83-8-32	Rocky Mount Wilson	Raleigh/Durham or Charlotte	50 177	2	Any	— 6	— 131•	— 5	— 95•	2 —	120 —
83-11-20	Wilmington	Charlotte or Atlanta and Raleigh/Durham, Norfolk, Richmond, or Washington, DC	377 185 123 205 235 321	2	80	4/6 3 2/2 — — —	127/706 90• 16/244 — — —	— 3 2/1 2 — 1	— 96• 16/115 230 — 115	— 2 — 2 — —	— 230 — 230 — —
85-12-59	Winston-Salem	Charlotte	294	2	36	7	218•	7	150•	—	—

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				Daily Roundtrip Frequency	Seats per Day	Daily Roundtrip Frequency	Seats per Day	Daily Roundtrip Frequency	Seats per Day	Daily Roundtrip Frequency	Seats per Day
North Dakota											
83-11-21	Devils Lake	Bismarck or	126	2	22	—	—	—	—	—	—
		Minneapolis/St. Paul	322			2	38●	2	38●	1	53
	Jamestown	Minneapolis/St. Paul	301	2	30	2	38●	2	38●	1	155
Ohio											
83-11-19	Akron-Canton	Chicago and	344	2	80	5	679	6	835	4	460
		Pittsburgh	70			10	300●	8	240●	6	637
8-1-7	Mansfield	Cleveland	54	2	36	1	36●	2	47●	8	128●
	Youngstown	Chicago and	370	2	80	2	200	2	255	3	345
		Pittsburgh	57			7	210●	7	210●	4	284
Oklahoma											
84-4-47	Enid	Oklahoma City or	69	2	10	—	—	—	—	3/2	24/106
		Wichita or	90			—	—	—	—	1	53
		Tulsa	107			2	16●	2	16●	—	—
	Lawton/ Ft. Sill	Dallas	140	2	80	17	462●	13	451●	7/4	76/336
	McAlester	Oklahoma City or	109	2	6	—	—	—	—	2	16●
		Tulsa	91			—	—	2	16●	—	—
	Ponca City	Oklahoma City or	96	2	4	—	—	—	—	1	8●
		Wichita or	66			—	—	—	—	—	—
		Tulsa	77			2	16●	2	16●	—	—
84-12-10	Stillwater	EAS redefined as zero									
Oregon											
84-4-67	Bend/ Redmond	Portland and	116	2	80	15	285●	5	133●	2/2	16/230
		either Eugene,	90			—	—	1	19●	—	—
		Medford, or	156			1	85	1	85	—	—
		San Francisco	464			1	85	1	85	2	230
	Klamath Falls	Portland and	240	2	80	5	142●	3	120●	1/2	8/230
		San Francisco	307			4	76●	1	115	2	230
	Medford	Portland and	222	2	80	11	292●	6	190●	3/1	24/115
		San Francisco	320			5	536	5	515	3	345
84-12-137	North Bend/ Coos Bay	Portland	170	2	64	4	76●	3	57●	1/2	8/88
85-8-45	Pendleton	Portland	182	2	62	3	57●	3	57●	1/1	8/100
84-7-38	Salem	Portland	51	2	10	2	38●	2	38●	4/1	32/115
		or San Francisco or	495			—	—	—	—	—	—
		Eugene	74			—	—	—	—	—	—
Pennsylvania											
83-3-15	Altoona	Pittsburgh	83	2	80	7	133●	7	133●	9	135●
	Bellefonte/ State College/Clearfield Phillipsburg	Pittsburgh[13]	120	2	80	8	262●	7	229●	3	24●
	Bradford	Pittsburgh	127	2	80	5	75●	5	75●	5	135
	DuBois	Pittsburgh	79	2	80	5	106●	5	106●	6	114●
	Erie	Pittsburgh	113	2	80	5	552	5	560	4	460
84-11-107	Hazleton	New York or		2	10	—	—	—	—	—	—
		Philadelphia				—	—	—	—	—	—
83-3-15	Johnstown	Pittsburgh	55	2	80	6	114●	6	114●	9	135●

[13]Order 81-9-93 redefines essential service at State College and Phillipsburg as service that can be provided at a single airport serving the needs of both areas.

Summary of U.S. Essential Air Service

State and C.A.B. Order	City	Hub	Distance to Hub	Guaranteed Essential Air Service: Daily Roundtrip Frequency	Guaranteed Essential Air Service: Seats per Day	Actual Available Service 1/88: Daily Roundtrip Frequency	Actual Available Service 1/88: Seats per Day	Actual Available Service 1/87: Daily Roundtrip Frequency	Actual Available Service 1/87: Seats per Day	Actual Available Service 1/78: Daily Roundtrip Frequency	Actual Available Service 1/78: Seats per Day
Pennsylvania (continued)	Lancaster	Philadelphia	58	2	80	10	261•	7	210•	8	152•
	Oil City/ Franklin	Pittsburgh	70	2	68	4	76•	5	95•	6	114•
	Reading	Philadelphia	47	2	80	11	290•	7	222•	10	190•
	Williamsport	Pittsburgh and Philadelphia	163 135	2	80	6 4	148• 110•	5 5	112• 146•	5 3	135 81
Puerto Rico											
84-2-76	Mayaguez	San Juan	108	2	80	20	450•	33	765•	28	392•
84-10-15	Ponce	San Juan	47	2	50	2	52•	3	81•	15	210•
South Carolina											
83-5-146	Florence	Atlanta and Charlotte	273 100	2	80	3 5	57• 150•	3 5	57• 150•	3 5	235 40•
	Greenville/ Spartanburg	Atlanta and Charlotte	150 80	2 2	80 80	7/15 6/5	260/1,864 216/623	5/13 4/5	194/1,657 110/651	7 7	835 725
	Myrtle Beach	Atlanta and Charlotte	323 158	2	80	9 6	215• 780	8 5	185• 575	3 1	290 60
South Dakota											
84-3-85	Aberdeen	Minneapolis	261	2	80	4	151•	4	151•	2	192
	Brookings	Sioux Falls or Minneapolis	50 182	2	10	— 2	— 38•	— 2	— 38•	2 —	106 —
	Huron	Sioux Falls or Minneapolis	93 249	2	20	— 2	— 38•	— 2	— 38•	2 —	106 —
	Mitchell	Sioux Falls or Minneapolis	66 251	2	14	— 2	— 38•	— 2	— 38•	2 —	106 —
88-1-42	Pierre	Denver and Sioux Falls or Minneapolis and Rapid City or Denver and Minneapolis	397 185 350 354	2	78	2 1 2 2 2 2	38• 44• 88• 38• 38• 88•	3 1 2 3 3 2	57• 44• 88• 57• 57• 88•	1 2 2 4 1 2	115 230 230 422 115 230
	Watertown	Minneapolis	197	2	62	3	107•	3	107•	2	192
84-5-103	Yankton	Omaha or Sioux Falls	135 56	2	14	2 —	36• —	2 —	36• —	2 2	106 106
Tennessee											
87-9-1	Clarksville, TN/ Ft. Campbell/ Hopkinsville, KY	Nashville or St. Louis	55 218	2	12	— 2	— 16•	3 —	24• —	— —	— —
	Jackson	Memphis	71	2	72	4	76•	5	95•	3/5	27/95
Texas											
84-5-77	Abilene	Dallas	182	2	80	16	394•	18	464•	4/4	32/360
	Beaumont/ Pt. Arthur	Houston	78	2	80	8	288•	9	162•	12/2	228/180
	Brownsville	Houston	298	2	80	—	—	2	278	1	155
	Brownwood	Dallas	136	2	6	3	24•	2	16•	3	24•
	College Station/ Bryan	Dallas and Houston	160 88	2	80	15 6	278• 139•	11 5	220• 90•	10 7	150• 56•

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				Daily Roundtrip Frequency	Seats per Day	Daily Roundtrip Frequency	Seats per Day	Daily Roundtrip Frequency	Seats per Day	Daily Roundtrip Frequency	Seats per Day
Texas (continued)	Harlingen/ San Benito	Houston	295	2	80	4	465	12	1,512	5	550
	Laredo	San Antonio	148	2	80	3	81•	6	135•	1	90
	Longview/ Kilgore/ Gladewater	Dallas	115	2	80	6	108•	6	318•	4	76•
	McAllen/ Mission/ Edinburg	Houston	300	2	80	5	688	5	694	4	360
	Paris	Dallas	105	2	16	2	16•	2	16•	1	8•
	San Angelo	Dallas	250	2	80	17	343•	13	247•	4	360
88-1-40	Temple	Dallas	122	5[20]	40	5	40•	5	40•	7	105•
84-5-77	Tyler	Dallas	78	2	80	14	380•	6	318•	14	244•
	Victoria	Houston	123	2	80	6	114•	5	90•	6	94•
	Waco	Dallas	89	2	80	18	357•	14	321•	14	266•
	Wichita Falls	Dallas	113	2	80	22	454•	21	469•	10/3	174/196
Utah											
83-5-147	Cedar City	Salt Lake City and Las Vegas	221 160	2	36	6 3	114• 57•	4 3	76• 57•	5 3	40• 24•
87-2-7	Moab	Salt Lake City	235	2	8	2	16•	1	8•	1	8•
83-5-147	Vernal	Salt Lake City and Denver or Grand Junction[14]	131 250 110	2	54	2 — —	38• — —	2 — —	38• — —	2 — 1	106 — 53
Vermont											
84-10-138	Montpelier/ Barre	Boston	149	2	18	2	30•	2	30•	2	38•
84-2-89	Rutland	Boston or New York	127 200	2	46	4 3	60• 45•	4 3	60• 45•	3 —	24• —
Virginia											
84-10-138	Charlottesville	Washington, DC and Charlotte	86 244	2	80	14[15] 1/1	356• 30/80	19/1 2	500/115 62•	3 —	180 —
85-12-55	Danville	Any hub		2	30	4	76 (CLT)•	5	75• (CLT)	—	— (CLT)
84-10-138 87-8-39	Hot Springs	Washington, DC[18]	158	2	22	—	—	—	—	2	120
84-10-138	Lynchburg	Washington, DC and Charlotte	152 175	2	80	3[15] 2/2	57• 60/195	4 2/2	75• 60/180	3 —	235 —
	Newport News/ Hampton/ Williamsburg/ Yorktown	Washington, DC	127	2	80	12/1	345/78	17	479•	3	275
	Roanoke	Washington, DC and Atlanta or Charlotte	187 357 155	2	80	11[15] 3 7	324• 90• 744	11/3 3/2 5	262/295 96/130 515	5 4 2	490 430 120
	Staunton	Washington, DC	103	2	70	5[19]	95•	4	72•	3	180
Washington											
85-7-26	Aberdeen/Hoquiam	Seattle	83	2	20	—	—	—	—	—	—

[14]In the Vernal Grand Junction Denver market at least one roundtrip per day must be provided to Denver. The second roundtrip may be provided to either Denver or Grand Junction.

[15]Represents DCA and IAD airports.

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Washington (continued)											
84-5-48	Ephrata/ Moses Lake	Seattle	142	2	10	3	57•	2	38•	2	30•
86-1-33	Olympia	Spokane	307	2	38	—	—	—	—	2	30•
84-5-48	Pasco/ Kenwick/ Richland	Seattle and Portland	175 174	2	80	16 12	462• 228•	7/4 8	284/408 152•	3/1 3/1	45/115 45/115
	Pullman/ Moscow	Seattle and Spokane or Boise	250 64 224	2	80	3 2 4	68• 38• 87•	3 2 5	57• 38• 108•	2 4 1	30• 60• 15•
	Walla Walla	Seattle	215	2	80	5	139•	2	76•	1	15•
	Wenatchee	Seattle	98	2	72	7	133•	6	114•	4	60•
	Yakima	Seattle and Portland	105 200	2 2	80 80	14 3	299• 57•	7 4	234• 76•	3/4 4/1	45/460 60/115
West Virginia											
84-11-62	Beckley	Roanoke or Greensboro and Cincinnati or Pittsburgh	70 134 211 224	2	52	— — — —	— — — —	— — — 2	— — — 30•	2/2 — 3 2	16/120 — 180 30•
	Clarksburg/ Fairmont	Pittsburgh and Washington, DC	83 163	2	80	5 4	117• 76•	6 5	125• 75•	10 2	150• 54
	Elkins	Pittsburgh and Washington, DC	113 141	2 to one and 1 to the other	32	— 2	— 38•	1 2	15• 30•	1 1	15• 15•
85-8-77	Greenbrier/ Lewisburg	Washington, DC/ Baltimore and Charlotte[16]	195 185	2	80	1 1	50• 30•	1 1	50• 19•	1 —	60 —
84-11-62	Morgantown	Pittsburgh and Washington, DC	61 160	2	80	6 3	136• 57•	5 5	106• 75•	10 1	150• 27
	Parkersburg	Pittsburgh	102	2	80	8	240•	8	240•	4/3	32/269
	Princeton/ Bluefield	Pittsburgh and Roanoke or Greensboro	227 68 109	2	52	— — —	— — —	2 — —	45• — —	2 2/3 —	30• 16/180 —
Wisconsin											
84-7-77	Appleton	Chicago and Minneapolis	160 232	2	80	7 3	650• 144	6 4	600• 212	14 3	266• 57•
86-9-34	Beloit/ Janesville	Chicago or Milwaukee	83 62	2	12	— 2	— 16•	— —	— —	2 —	106 —
85-10-68	Eau Claire	Minneapolis	85	2	80	1/3	19/144	2/5	38/265	2/3	30/221
84-7-77	Green Bay/ Clintonville	Chicago and Minneapolis	181 248	2	80	9 3	528• 295	15 4	796• 484	7 2	853 254
	LaCrosse, WI/ Winona, MN	Chicago and Minneapolis	225 117	2	80	2 5	72• 324	5 5	157• 327	6 1/13	90• 15/345
85-10-50	Manitowoc	Chicago	156	2	6	3	24•	2	16•	2	106
84-7-77	Oshkosh	Chicago	151	2	80	2	100•	1	50•	3	345
	Rhinelander/ Land O'Lakes	Chicago	273	2	80	2	150•	2	200•	1	115
	Wausau/ Stevens Point	Chicago and Minneapolis	219 174	2	80	3 3/4	122• 57/192	6 3/4	182• 57/212	1 2	115 254
	Wisconsin Rapids	Chicago		2	14	—	—	—	—	4	76•

[16]Two daily roundtrips providing 54 seats are to be offered to each hub during peak season and one daily roundtrip is offered to each hub or two roundtrips to either hub during winter season.

State and C.A.B. Order	City	Hub	Distance to Hub	Guaranteed Essential Air Service		Actual Available Service 1/88		Actual Available Service 1/87		Actual Available Service 1/78	
				Daily Roundtrip Frequency	Seats per Day	Daily Roundtrip Frequency	Seats per Day	Daily Roundtrip Frequency	Seats per Day	Daily Roundtrip Frequency	Seats per Day
Wyoming											
83-10-39	Cheyenne	Denver	96	2	80	9	287•	11	311•	7/5	125/293
84-4-110	Jackson	Denver and[17]	395	2	80	3	111•	1	53•	4	212
		Salt Lake City	200			2/3	38 429	2/2	38/276	3	159
83-10-39	Laramie	Denver	120	2	80	3	45•	4	60•	2	16•
	Lovell/Powell/ Cody	Denver	395	2	76	3	78•	4	140•	1	53
	Riverton/ Lander	Denver	293	2	80	6	102•	5	95•	1	115
	Rock Springs	Denver and	262	2	80	3	86•	7	133•	1	8•
		Salt Lake City	155			2	38•	2	38•	1/1	8/53
	Sheridan	Denver	362	2	80	2	96•	1	53•	1	115
	Worland	Denver	337	2	36	2	30•	1	19•	1	53

[17]Two daily roundtrips are to be offered to each hub during peak season (June–September) and one weekday roundtrip is to be offered to each hub during off peak (October–May)

[18]Service is to be provided April 1 through November 30. Flights may serve Roanoke when weather conditions prohibit operations at Hot Springs. During month of November, carrier may be exempted from two-roundtrip daily requirement provided traffic can be accommodated on a single flight

[19]Represents BWI Airport

[20]If service is provided with 8-seat aircraft

Note: The number of seats constituting available service have been calculated on a standardized basis for each aircraft type. Individual carrier configurations may vary due to:

1. CAB individual essential air service determinations
2. Official Airline guide: North American Edition January 1, 1988

Source: Regional Airline Association

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INTENTIONAL
BLANK

Summary of Passenger Service by State

State	Airports Receiving Scheduled Service by Category of Service: Airports Exclusively Served by: Regionals/ Commuters	Majors	Nationals	Others	Airports Served by More Than One Category of Service: ★	★★	Total Airports Receiving Scheduled Service	Total Airports Receiving Regional/ Commuter Service	Total Airports Receiving Service by Major, National, and Other Carriers
Alabama	5	0	0	0	0	4	9	9	4
Arizona	11	0	0	0	0	5	16	16	5
Arkansas	7	0	0	0	0	1	8	8	1
California	24	0	1	0	0	18	43	42	19
Colorado	6	1	0	0	0	8	15	14	9
Connecticut	3	0	0	0	0	1	4	4	1
Delaware	0	0	0	0	0	0	0	0	0
District of Columbia	0	0	0	0	0	2	2	2	2
Florida	7	0	0	0	1	17	25	24	18
Georgia	6	1	0	0	0	3	10	9	4
Idaho	5	0	0	0	0	2	7	7	2
Illinois	15	0	0	0	0	5	20	20	5
Indiana	6	0	0	0	0	4	10	10	4
Iowa	7	0	0	0	0	4	11	11	4
Kansas	11	0	0	0	0	1	12	12	1
Kentucky	3	0	0	0	0	2	5	5	2
Louisiana	3	0	0	0	0	5	8	8	5
Maine	7	0	0	0	0	2	9	9	2
Maryland	4	0	0	0	0	1	5	5	1
Massachusetts	11	0	0	0	0	2	13	13	2
Michigan	15	0	0	0	0	6	21	21	6
Minnesota	10	0	0	0	0	3	13	13	3
Mississippi	5	0	0	0	0	2	7	7	2
Missouri	5	0	0	0	0	3	8	8	3
Montana	7	0	0	0	0	7	14	14	7
Nebraska	11	0	0	0	0	2	13	13	2
Nevada	3	0	0	0	0	2	5	5	2
New Hampshire	3	0	0	0	0	1	4	4	1
New Jersey	6	0	0	0	0	1	7	7	1
New Mexico	12	0	0	0	0	1	13	13	1
New York	16	0	0	0	0	12	28	28	12
North Carolina	5	0	0	0	0	8	13	13	8
North Dakota	3	1	0	0	0	3	7	6	4
Ohio	2	0	0	0	0	6	8	8	6
Oklahoma	5	0	0	0	1	1	7	6	2
Oregon	4	0	0	0	0	4	8	8	4
Pennsylvania	12	0	0	0	0	6	18	18	6
Rhode Island	2	0	0	0	0	1	3	3	1
South Carolina	2	1	0	0	0	3	6	5	4
South Dakota	7	0	0	0	0	2	9	9	2
Tennessee	2	0	0	0	0	5	7	7	5
Texas	20	0	0	1	5	7	33	27	13
Utah	11	0	0	0	0	1	12	12	1
Vermont	2	0	0	0	0	1	3	3	1
Virginia	3	0	0	0	0	6	9	9	6
Washington	15	0	0	0	0	5	20	20	5
West Virginia	7	0	0	0	0	2	9	9	2
Wisconsin	7	0	0	0	0	7	14	14	7
Wyoming	6	0	0	0	0	4	10	10	4
Total 48 States	**349**	**4**	**1**	**1**	**7**	**199**	**561**	**549**	**212**
Alaska	198	0	1	0	0	23	222	221	24
Hawaii	4	0	0	0	0	8	12	12	8
Puerto Rico	7	0	0	1	0	1	9	8	2
Virgin Islands	3	0	0	0	0	2	5	5	2
Total U.S.	**561**	**4**	**2**	**2**	**7**	**233**	**809**	**794**	**248**
Bahamas	11	0	0	0	0	2	13	13	2
Canada	7	2	0	0	2	3	14	10	7
Caribbean	10	12	0	0	0	5	27	15	17
Mexico	2	9	1	0	0	0	12	2	10
Total All North America	**591**	**27**	**3**	**2**	**9**	**243**	**875**	**834**	**284**

★ Without Commuters ★★ With Commuters

Source: RAA Analysis of the Jan. 1, 1988 *ABC Airways Guide*

Key to Airline Designators

Regional/Commuter Air Carriers

2D Chester County Air (2D)
2E Hermans Air, inc. (2E)
2F Frontier Flying Service (2F)
2L Big Island Air (2L)
2N Air Newark/Islander Airways (2N)
2U Altus Airlines (2U)
2V Valley Airlines (2V)
3A Alliance Airlines (3A)
3C Camai Air (3C)
3G Virgin Islands Seaplane Shuttle (3G)
3L Air Lift Associates, Inc. (3L)
3R Air Molokai-Tropic Airlines (3R)
4A Airways International, Inc. (4A)
4B Olson Air Service (4B)
4E Tanana Air Service (4E)
4H Friendship Air Alaska, Inc. (4H)
4Q Trans North Aviation, Ltd (4Q)
4R Raven Air (4R)
4W Wrangell Air Service (4W)
4Y Yute Air Alaska, Inc. (4Y)
5A Alpine Aviation, Inc. (5A)
5B Bellair, Inc. (5B)
5E Hub Express (5E)
5K Kenmore Air Harbor, Inc. (5K)
6B Texas National Airlines (6B)
6C Cape Smythe Air Service Inc. (6C)
6D Alaska Island Air, Inc. (6D)
6M 40-Mile Air, Ltd. (6M)
6Q Barrow Air, Inc. (6Q)
6S Ketchikan Air Services(6S)
7A Haines Airways Inc. (7A)
7C Sierra Vista Aviation, Inc. (7C)
7D Resorts International Airlines, Inc. (7D)
7E Audi Air Inc. (7E)
7G Gulfstream Airlines, Inc. (7G)
7K Larry S Flying Service,Inc. (7K)
7L Lake Union Air Service (7L)
7V Alpha Air (7V)
8B Baker Aviation, Inc. (8B)
8F Wilbur s Inc. (8F)
8G GP Express Airlines, INC. (8G)
8H Harbor Air Service (8H)
8M MST Aviation Inc. (8M)
8R WRA Inc (8R)
8T Tri Air, Inc. (8T)
8V Wright Air Services, Inc. (8V)
9K King Flying Service (9K)
AD Exec Express Inc. (AD)
AK Galena Air Service (AK)
BK Chalk S International Airline, Inc. (BK)
CH Bemidji Airlines (CH)
CJ Colgan Airways Corp. (CJ)
CT Midcontinent Airlines (CT)
DD Command Airways Inc. (DD)
DE Prime Air, Inc. (DE)
DF Aero Coach Aviation International Inc (DF)
DH Omniflight Helicopter Services (DH)
DQ Coastal Air Transport (DQ)
DV Nantucket Airlines (DV)
EC Southern Airways (EC)
EJ New England Airlines, Inc. (EJ)
EM Empire Airways (EM)
FE Desert Sun Airlines (FE)
FH Mall Airways Inc. (FH)
FK Flamenco Airways, Inc. (FK)
FN SFO Helicopter Airlines, Inc. (FN)
FY MetroflightAirlines (FY)
GD Air South Inc. (GD)
GQ Big Sky Airlines (GQ)
GS BAS Airlines (GS)
HD New York Helicopter Corporation (HD)
HG Harbor Airlines, Inc. (HG)
HI Grand Canyon Helicopters (HI)
HO Mid-Pacific Airlines, Inc. (HO)
HQ Business Express (HQ)
HU Tropical Helicopter Airways, Inc. (HU)
HW Havasu Airlines (HW)
HY Metro Airlines (HY)
IH Channel Flying,Inc. (IH)
IK Air Caribe International Inc. (IK)
IN East Hampton Aire,Inc. (IN)
IU Midstate Airlines Inc. (IU)
IV Princeton Air Link (IV)
JC Rocky Mountain Airways, Inc. (JC)
JF L.A.B. Flying Service Inc. (JF)
JI Jet Express (JI)
JO Holiday Airlines, Inc. (JO)
JT Iowa Airways, Inc. (JT)
KF Catskill Airways, Inc. (KF)
KN Temsco Airlines (KN)
KS Peninsula Airways, Inc. (KS)
KW Crown Air/Doraldo Wings (KW)
LS Iliamna Air Taxi, Inc. (LS)
LW Air Nevada (LW)
MQ Simmons Airlines (MQ)
NE Air Link (NE)
NQ Cumberland Airlines (NQ)
NT Air New Orleans, Inc. (NT)
OQ Royale Airlines,Inc. (OQ)
OT Evergreen Alaska (OT)
OY Sunaire (OY)
PN Coastal Airways (PN)
PV Panorama Air (PV)
QO Bar Harbor Airlines (QO)
QQ Michigan Airways, Inc. (QQ)
QS Propheter Aviation (QS)
QY Aero Virgin Islands Corp. (QY)
RH LA Helicopters (RH)
RM Wings West Airlines, Inc. (RM)
RP Precision Airlines (RP)
RV Reeve Aleutian Airways, Inc. (RV)
SE Wings Of Alaska (SE)
SI Sierra Mountain Airways (SI)
SX Christman Air System (SX)
SZ Pro Air Services (SZ)
TB Mammoth Air Shuttle (TB)
TQ Las Vegas Airlines, Inc. (TQ)
UE Air LA(UE)
UJ Air Sedona (UJ)
UO Direct Air, Inc. (UO)
UX U S. Express (UX)
VI Vieques Air Link, Inc. (VI)
VJ Trans-Colorado Airlines, Inc. (VJ)
VL Sun Pacific Airlines (VL)
WH Caribbean Express, Inc. (WH)
WP Princeville Airways, Inc. (WP)
WQ Wings Airways (WQ)
WR Wheeler Airlines (WR)
WW Maui Airlines (WW)
XE South Central Air, Inc. (XE)
XG Armstrong Air Service, Inc. (XG)
XJ Mesaba (XJ)
XK Resort Commuter (XK)
XQ Action Airlines (XQ)
XW Walker s International (XW)
XY Ryan Air, Inc. (XY)
YB Golden Pacific Airlines (YB)
YI Air Sunshine Inc. (YI)
YL Long Island Airlines (YL)
YR Scenic Airlines, Inc. (YR)
YS San Juan Airlines (YS)
YV Mesa Air Shuttle (YV)
YW Stateswest Airlines,inc. (YW)
ZD Ross Aviation, Inc. (ZD)
ZK Great Lakes Aviation, Ltd. (ZK)
ZN Tennessee Airways, Inc. (ZN)
ZP Virgin Air, Inc. (ZP)

Major Air Carriers

AA American Airlines Inc (AA)
AL Usair (AL)
BN Braniff Inc. (BN)
CO Continental Airlines (CO)
DL Delta Air Lines Inc. (DL)
EA Eastern Air Lines, Inc. (EA)
NW Northwest Orient Airlines Inc. (NW)
PA Pan American World Airways, Inc. (PA)
PI Piedmont Aviation Inc. (PI)
TW Trans World Airlines, Inc. (TW)
UA United Airlines, Inc. (UA)

National Air Carriers

AQ Aloha Airlines, Inc. (AQ)
AS Alaska Airlines (AS)
HA Hawaiian Air Lines (HA)
PS PSA Pacific Southwest Airlines (PS)

Other Certificated Air Carriers

BF Markair Inc. (BF)
GM Air America (GM)
HP America West Airlines, Inc. (HP)
JK Sunworld International Airways, Inc. (JK)
MG MGM Grand Air (MG)
ML Midway Airlines, Inc. (ML)
TZ American Trans Air (TZ)
WN Southwest Airlines (WN)
YM Royal West Airlines (YM)
YX Midwest Express Airlines, Inc. (YX)
ZO Florida Express,Inc.(ZO)

American Eagle

AA1 Avair Inc.(CE)
AA2 Chaparral Airlines, Inc. (FC)
AA3 Metro Airlines (HY)
AA4 Simmons Airlines (MQ)
AA5 Air Midwest (ZV)
AA6 Command Airways, Inc.(DD)
AA7 Wings West Airlines, Inc. (RM)
AA8 Executive Air Charter (NA)

Allegheny Commuter

AL1 Air Kentucky (AL)
AL2 Chautauqua (AL)
AL3 Crown(AL)
AL4 Pennsylvania (AL)
AL5 Pocono (AL)
AL6 Suburban (AL)
AL7 Southern Jersey Airways, Inc. (6J)

Aloha Commuter

AQ1 Princeville Airways, Inc. (WP)

Alaska Airlines Commuter Service

AS1 Horizon Air (QX)
AS2 Markair Inc. (BF)
AS3 L.A.B. Flying Service Inc. (JF)
AS4 Temsco Airlines (KN)
AS5 Bering Air (AS)
AS6 ERA Aviation (7H)
AS7 Ryan Air, Inc. (XY)

Braniff Express

BN1 Midcontinent Airlines (CT)
BN2 Capitol Air Service, Inc. (RX)
BN3 Altus Airlines (2U)
BN4 Florida Express,Inc (ZO)

Continental Express

CO1 Rocky Mountain Airways, Inc. (JC)
CO2 Britt Airways, Inc. (RU)
CO3 Mid-Pacific Airlines, Inc (HO)
CO4 Presidential Airways, Inc. (XV)
CO5 Air New Orleans, Inc. (NT)
CO6 Emerald Air (OD)
CO7 Colgan Airways Corp. (CJ)
CO8 PBA-Provincetown-Boston Airline (PT)

Delta Connection

DL1 Atlantic Southeast Airlines, Inc. (EV)
DL2 Comair (OD)
DL3 Business Express (HQ)
DL4 Sky West Airlines (OO)

Eastern Express

EA1 Bar Harbor Airlines (QO)
EA3 Precision Airlines (RP)
EA4 Eastern Metro Express (HY)
EA5 Atlantis Airlines (SG)
EA6 Eastern Air Midwest (ZV)

Midway Connection

ML1 Fischer Bros. (GP)
ML2 Iowa Airways, Inc. (JT)

Northwest Airlink

NW1 Express Airlines, Inc. (9E)
NW2 Simmons Airlines (MQ)
NW3 Mesaba (XJ)
NW4 Big Sky Airlines (GQ)

Pan Am Express/Air Partner

PA1 Ransome (RZ)
PA2 Omniflight Helicopter Services (DH)
PA3 Colgan Airways Corp. (CJ)

Piedmont Regional Airlines

PI1 Henson (PI)
PI2 Jetstream International Airlines (TF)
PI3 CCAir (ED)
PI4 Brockway Air (SS)

Trans World Express

TW1 Resort Air (7R)
TW2 Air Midwest (ZV)
TW3 Resort Commuter (XK)

United Airlines Commuter

UA1 South Central Air, Inc. (XE)
UA2 San Juan Airlines (YS)
UA3 NPA, Inc. (UA)
UA4 Air Wisconsin (ZW)
UA5 Westair (OE)
UA6 Aspen Airways, Inc.(AP)

Passenger Service in North America

	C/R	M	N	O
ALABAMA				
Anniston	DL1			
Birmingham	CO5	AA		WN
	EA4	AL		ZO
		BN		
		DL		
		EA		
		NW		
		PI		
		UA		
Dothan	DL1			
	EA4			
	NW1			
Florence	DL1			
	NW1			
Gadsden	DL1			
Huntsville	DL1	AA		CO4
	EA4	BN		ZO
	ZN	EA		
		NW		
		UA		
Mobile	CO5	AA		
		CO		
		DL		
		EA		
		NW		
Montgomery	AA5	DL		
	CO5	NW		
	DL1			
	EA4			
	NW1			
Tuscaloosa	AA5			
	DL1			
ALASKA				
Adak Island	RV			
Akhiok	2E			
Akiachak	2E			
	3C			
	4H			
	4Y			
	XY			
Akiak	2E			
	3C			
	4H			
	4Y			
	XY			
Alakanuk	2E			
	XY			
Aleknagik	4Y			
Allakaket	2F			
	6M			
	7K			
	8V			
Ambler	6C			
	8B			
	AS5			
	XY			
Anaktuvuk Pass	2F			
	7K			
	8V			
Anchorage	4R	DL	AS	AS2
	8F	NW	HA	BF
	8H	UA		
	AS6			
	AS7			
	RV			
	UA1			
Angoon	5B			
	IH			
	SE			
Aniak	2E			BF
	4H			
	8F			
	AS7			
Anvik	2E			
	4H			
Arctic Village	4H			
	7E			
Atmautluak	2E			
	3C			
	4H			
	4Y			
	XY			
Atqasuk	6C			
	6Q			
Baranof	5B			
Barrow Wbas	6C			BF
	6Q			
Barter Island	6C			
	7E			
Beaver	2F			
	7K			
Bethel	2E		AS	BF
	3C			
	4H			
	4Y			
	AS6			
	XY			
Bettles	2F			
	7K			
Big Delta	6M			
Birch Creek	7E			
Boundary	6M			
Buckland	6C			
	AS5			
	XY			
Cape Lisburne	AS5			
Cape Newenham	4H			
Cape Romanzof	4H			
Central	4H			
	6M			
Chalkyitsik	4H			
	6M			
Chefornak	2E			
	3C			
	4H			
	4Y			
	AS6			
	XY			
Chevak	2E			
	3C			
	4H			
	4Y			
	AS6			
	XY			
Chicken	6M			
Chignik	RV			
Chignik Lake-C/R				
Fisheries-C/R				
Lagoon-C/R				
Chisana	6M			
Chuathbaluk	2E			
Circle	4H			
	6M			
Clarks Point	4Y			
	XG			
Coffman Cove	6S			
	KN			
Cold Bay	KS			
	RV			
Coldfoot	2F			
Cordova	8F		AS	
Council	AS5			
Craig	6S			
	AS4			
Crooked Creek	2E			
	4H			
Deering	6C			
	AS5			
	XY			
Dillingham	2E			AS2
	4H			
	4Y			
	XG			
Diomede Island	OT			
Dora Bay	6S			
	KN			
Dutch Harbor	RV			AS2
Eagle	2F			
	6M			
Eek	2E			
	3C			
	4H			
	4Y			
	AS6			
	XY			
Egegik	2E			
	9K			
	KS			
Ekuk	4Y			
	XG			
Ekwok	2E			
	4Y			
	XG			
Ellin Cove	IH			
Elim	4B			
	6C			
	AS5			
	XY			
Emmonak	2E			
	XY			
Excursion	AS3			
Fairbanks	2F	DL	AS	BF
	4E	UA		
	4H			
	6M			
	7E			
	7K			
	8V			
False Pass	RV			
Flat	4H			
Fort Yukon	2F			
	4H			
	7E			
	7K			
	8V			
Fresh Water Bay	IH			
Funter Bay	IH			
Galena	2F			BF
	4H			
	7E			
	7K			
	AK			
	AS7			
Gambell	6C			
	AS5			
	XY			
Golovin	4B			
	6C			
	AS5			
	XY			
Goodnews Bay	2E			
	4H			
	4Y			
	AS6			
	XY			
Grayling	2E			
	4H			
Gustavus Apt	AS3			
	JF			
	SE			
Haines	7A			
	AS3			
	JF			
	SE			
Hobart Bay	6D			
	IH			
Hollis	KN			
Holy Cross	2E			
	4H			
	8F			
Homer	AS6			
	UA1			
Hoonah	7A			
	AS3			
	SE			
Hooper Bay	2E			
	3C			
	4H			
	4Y			
	AS6			
	XY			
Hughes	4H			
	6M			
	7E			
Huslia	4H			
	6M			
	7E			
	7K			
Hydaburg	AS4			
Iliamna	AS7			BF
	LS			
	XY			
Ivanof Bay	RV			
Juneau	7A	DL	AS	
	AS3			
	IH			
	JF			
	SE			
Kake	4W			
	5B			
	6D			
	IH			
Kakhonak	LS			
	XY			
Kalskag	2E			
	4H			
Kaltag	4H			
	7E			
	7K			
	AK			
Kariuk	2E			
Kasaan	KN			
Kasigluk	2E			
	3C			
	4H			
	4Y			
	XY			
Kenai	AS6			
	UA1			
Ketchikan	4W		AS	
	6S			
	AS4			
	KN			
Kiana	6C			
	8B			
	AS5			
	XY			
King Cove	RV			
King Salmon	2E			AS2
	4Y			
	9K			
	KS			
Kipnuk	2E			
	3C			
	4H			
	4Y			
	AS6			
	XY			
Kivalina	6C			
	8B			
	AS5			
	XY			

Source: January 1, 1988
ABC World Airways Guide

Key
C/R Commuter/Regional Air Carriers
M Major Air Carriers
N National Air Carriers
O Other Air Carriers

	C/R	M	N	O
Klag Bay	5B			
Klawock	6S			
	AS4			
Kobuk	6C			
	8B			
	AS5			
	XY			
Kodiak	2E			AS2
Koliganek	2E			
	4Y			
	XG			
Kongiganak	2E			
	3C			
	4H			
	4Y			
	AS6			
	XY			
Kotlik	2E			
	XY			
Kotzebue	2F		AS	
	6C			
	8B			
	AS5			
	XY			
Koyuk	2E			
	6C			
	AS5			
	XY			
Koyukuk	4H			
	7E			
	7K			
	AK			
Kwethluk	2E			
	3C			
	4H			
	4Y			
	XY			
Kwigillingok	2E			
	3C			
	4H			
	4Y			
	AS6			
	XY			
Labouchere Bay	6S			
	KN			
Lake Minchumina	4E			
	4H			
Larsen Bay	2E			
Levelock	2E			
	9K			
	KS			
Little Port Walker	5B			
Long Island	6S			
	KN			
Manley Hot Springs	4E			
Manokotak	4Y			
	XG			
Marshall	2E			
	4H			
	4Y			
	XY			
McGrath	4H			BF
	AS7			
Mekoryuk	4Y			
	AS6			
Metlakatla	6S			
	AS4			
Meyers Chuck	KN			
Minto	4E			
Mountain Village	2E			
	XY			
Napakiak	2E			
	3C			
	4H			
	4Y			
	XY			
Napaskiak	2E			
	3C			
	4H			
	4Y			
	XY			
New Stuyahok	2E			
	4Y			
	XG			
Newtok	2E			
	3C			
	4H			
	4Y			
	AS6			
	XY			
Nightmute	2E			
	3C			
	4H			
	4Y			
	AS6			
	XY			
Nikolski	RV			
Noatak	6C			
	8B			
	AS5			
	XY			
Nome	2F		AS	
	4B			
	6C			
	AS5			
	OT			
	XY			
Nondalton	LS			
	XY			
Noorvik	6C			
	8B			
	AS5			
	XY			
Nuiqsut	6C			
	7E			
Nulato	4H			
	7E			
	7K			
	AK			
Nunapitchuk	2E			
	3C			
	4H			
	4Y			
	XY			
Nyac	4H			
Old Harbor	2E			
Ouzinkie	2E			
Pedro Bay	LS			
	XY			
Pelican	5B			
	IH			
	SE			
Perryville	RV			
Petersburg	4W		AS	
	6D			
Pilot Point	2E			
Pilot Point-C/R	9K			
Ugashik Bay-C/R	KS			
Pilot Station	2E			
	XY			
Platinum	2E			
	4H			
	4Y			
	AS6			
	XY			
Point Baker	KN			
Point Hope	6C			
	AS5			
	XY			
Point Lay	6C			
	6Q			
Poly Inlet	KN			
Pope Vanoy	XY			
Port Alexander	5B			
Port Alsworth	LS			
	XY			
Port Clarence	AS5			
	XY			
Port Graham	4R			
Port Heiden	RV			
Port Lions	2E			
Port Moller	KS			
Portage Creek	4Y			
Prospect Creek	2F			
Prudhoe Bay/ Deadhorse	6C		AS	BF
	7E			
	7E			
Quinhagak	2E			
	3C			
	4H			
	4Y			
	AS6			
	XY			
Rampart	4E			
Red Devil	2E			
	4H			
Rowan Bay	5B			
	6D			
Ruby	4H			
	7E			
	7K			
	AK			
Russian Mission	2E			
	4H			
	4Y			
	XY			
Saint Mary'S	2E			BF
	AS7			
	XY			
Saint Michael	2E			
	6C			
	AS5			
	XY			
Saint Paul Island	RV			
Sand Point	RV			
Savoonga	6C			
	AS5			
	XY			
Scammon Bay	2E			
	3C			
	4H			
	4Y			
	AS6			
	XY			
Selawik	6C			
	8B			
	AS5			
	XY			
Seldovia	4R			
Seward	8H			
Shageluk	2E			
	4H			
Shaktoolik	2E			
	6C			
	AS5			
	XY			
Sheldons Point	2E			
	XY			
Shemya	RV			
Shishmaref	6C			
	AS5			
	XY			
Shungnak	6C			
	8B			
	AS5			
	XY			
Sitka	5B			AS
Skagway	7A			
	AS3			
	JF			
	SE			
Sleetmute	2E			
	4H			
Soldotna	UA1			
	XE			
South Naknek	2E			
	9K			
	KS			
Stebbins	2E			
	6C			
	AS5			
	XY			
Stevens Village	2F			
	7K			
Stony River	4H			
Tanana	2F			
	4E			
	4H			
	7K			
Teller	4B			
	6C			
	AS5			
	XY			
Teller Mission	4B			
	6C			
	AS5			
	XY			
Tenakee	5B			
	IH			
	SE			
Tetlin	6M			
Thorne Bay	6S			
	AS4			
Tin City	AS5			
	XY			
Togiak	2E			
	4H			
	4Y			
	XG			
Tok	6M			
Toksook Bay	2E			
	3C			
	4H			
	4Y			
	AS6			
	XY			
Tuluksak	2E			
	4H			
	4Y			
	XY			
Tuntutuliak	2E			
	3C			
	4H			
	4Y			
	AS6			
	XY			
Tununak	2E			
	3C			
	4H			
	4Y			
	AS6			
	XY			
Twin Hills	2E			
	4Y			
Unalakleet	2E			BF
	6C			
	AS7			
	XY			
Utopia Creek	4H			
	7E			
Valdez	8F			
	AS6			

Passenger Service in North America

	C/R	M	N	O
Venetie	2F			
	7E			
	7K			
	8V			
View Cove	KN			
Wainwright	6C			
	6Q			
Wales	4B			
	6C			
	AS5			
	XY			
Whale Pass	6S			
	KN			
White Mountain	4B			
	6C			
	AS5			
	XY			
Wiseman	2F			
Wrangell	4W			AS
Yakutat				AS

ARIZONA

Bullhead City	HW			
	UE			
	YW			
Douglas	7C			
Flagstaff	DL4			HP
Fort Huachuca/ Sierra Vista	7C			
	YB			
Grand Canyon	HI			HP
	LW			
{Heliport-C/R	TQ			
{National Park-C/R,O	UE			
	YR			
Havasupai	HI			
Kingman	YB			
Lake Havasu	HW			
	YW			
Page	DL4			
Phoenix	7C	AA	AS	HP
	AA7	AL	PS	ML
	DL4	BN		WN
	HW	CO		
	UE	DL		
	UJ	EA		
	YB	NW		
	YV	PI		
	YW	TW		
		UA		
Prescott	YB			
Sedona	UJ			
	YB			
Tucson	YW	AA	AS	HP
		AL	PS	JK
		BN		
		CO		
		DL		
		EA		
		NW		
		TW		
		UA		
Winslow	YB			
Yuma	AA7			HP
	DL4			

ARKANSAS

El Dorado	AD			
Fayetteville	AA3			
	DL1			
	EA6			
	NW1			
	TW2			
Fort Smith	AA3			
	DL1			
Harrison	NW1			
	TW2			
Hot Springs	AD			
Jonesboro	AD			
Little Rock	EA6	AA		WN
		DL		
		NW		
		TW		
		UA		
Texarkana	AA3			
	DL1			

CALIFORNIA

Arcata/Eureka	AA7			
	UA5			
Bakersfield	AA7	AA		
	DL4	CO		
	UA5			
Bishop	7V			
Blythe	UE			
Borrego Springs	DL4			
Burbank	AA7	AA	AS	HP
	DL4	CO	PS	
	RH	DL		
	SI	TW		
	TB	UA		
	UA5			
	UE			
	YW			
Calexico	VL			
Carlsbad	TW3			
Chico	UA5			
Concord			PS	
Crescent City	UA5			
Fresno	AA7	CO	PS	
	DL4	DL		
	SI	UA		
	UA5			
Imperial	DL4			
Inyokern	FE			
Lake Tahoe	AA7	AA		
Lancaster	FE			
Long Beach	RH	AA	AS	HP
	SI	DL	PS	
	UA6	TW		
	VL	UA		
Los Angeles	7V	AA	AS	GM
	AA7	AL	HA	HP
	DL4	BN	PS	MG
	FE	CO		WN
	RH	DL		YM
{City of Industry-C/R	RM	EA		
{Commerce Business Plz.-C/R	TW3	NW		
{International-C/R,M,N,O	UA5	PA		
	UA6	PI		
	UE	TW		
		UA		
Mammoth Lakes	7V			YM
	SI			
	TB			
Merced	UA5			
Modesto	AA7			
	UA5			
Monterey	AA7	UA	PS	
	DL4			
	UA5			
Oakland	7V	AA	AS	HP
	AA7	CO	PS	JK
	FN	DL		
	SI	UA		
	UA5			
Ontario	DL4	AA	AS	HP
	SI	CO	PS	JK
	UA5	DL		WN
Orange County	UE	TW		
	YW	UA		
	AA7	AA	AS	HP
	DL4	CO	PS	
	TB	DL		
	TW3	NW		
	UA5	TW		
	XK	UA		
	YW			
Oxnard/Ventura	UA5			
Palm Springs	AA7	AA	AS	
	DL4	CO		
	UA5	DL		
	XK	TW		
		UA		
Paso Robles	DL4			
Redding	AA7			
	UA5			
Sacramento	AA7	AA	PS	HP
	AS1	CO		
	DL4	DL		
	UA5	NW		
		UA		
San Diego	7V	AA	AS	HP
	AA7	AL	PS	JK
	DL4	BN		WN
	SI	CO		YM
	UA5	DL		
{Brown-C/R	VL	EA		
{Lindbergh-C,R,M,N,O	YW	NW		
{Montgomery-C,R		PA		
		PI		
		TW		
		UA		
San Francisco	AA7	AA	AS	GM
	DL4	AL	HA	WN
	FN	BN	PS	
	UA5	CO		
	UA6	DL		
		EA		
		NW		
		PA		
		PI		
		TW		
		UA		
San Jose	7V	AA	AS	HP
	AA7	CO	PS	JK
	DL4	DL		
	UA5	TW		
		UA		
San Luis Obispo	AA7			
	DL4			
	UA5			
Santa Barbara	AA7	AA		
	DL4	CO		
	TW3	UA		
	UA5			
Santa Maria	AA7			
	DL4			
	UA5			
Santa Rosa	UA5			
Stockton	UA5	CO	PS	
Visalia	AA7			

COLORADO

Alamosa	CO1	CO		
Aspen	CO1			
	UA6			
Colorado Springs	CO1	AA		HP
	UA6	CO		
	YV	DL		
		TW		
		UA		
Cortez	CO1			
Denver	8G	AA		HP
	CO1	AL		ML
Durango	CO1			HP
	UA6			
	YV			
Grand Junction	DL4	CO		HP
	UA6			
Gunnison	CO1	AA		
	UA6	DL		
	YV	UA		
Lamar	ZV			
Montrose	CO1			
	UA6			
Pueblo	CO1			HP
Stmbot Springs	CO1	AA		
{Hayden-M		NW		
{Steamboat Springs-C/R				
Telluride	YV	CO		
Vail	CO1			
	JC	CO		
	UA6	DL		
	VJ	EA		
	YV	NW		
	ZV	PI		
		TW		
		UA		

CONNECTICUT

Bridgeport	AL5			
	DL3			
	PI2			
	UX			
Hartford/ Springfield	7G	AA		
	AA6	AL		
	DL3	CO		
	EA1	DL		
	FH	EA		
	JO	NW		
	PA1	PI		
	UX	TW		
		UA		
New Haven	AL4			
	CO8			
	DL3			
	HQ			
	IN			
New London/ Groton	AL4			
	DL3			
	IN			
	XQ			

DIST. OF COLUMBIA

Washington	AA1	AA		CO4
	AA6	AL		ML
	AL4	BN		YX
	AL5	CO		
	AL6	DL		
	AL7	EA		
	CO7	NW		
	DL3	PA		
	EA1	PI		
{Dulles-C/R,M,O	IN	TW		
{National-C/R,M,O	PA1	UA		
	PA1			
	PA3			
	PI1			
	PI2			
	PI4			
	UA4			
	WQ			

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Key

C/R Commuter/Regional Air Carriers
M Major Air Carriers
N National Air Carriers
O Other Air Carriers

	C/R	M	N	O
FLORIDA				
Daytona Beach	DL2	AA		CO4
	EA1	CO		
	WH	DL		
		EA		
		PI		
Fort Lauderdale	BK	AA		BN4
	DF	AL		ML
	DL2	BN		TZ
	HU	CO		ZO
	PI1	DL		YX
	WH	EA		
	XW	NW		
	YI	PI		
		TW		
		UA		
Fort Myers	EA1	AA		ML
		AL		TZ
		BN		ZO
		CO		
		DL		
		EA		
		NW		
		TW		
		UA		
Fort Pierce	DL2			
Fort Walton Beach	CO5	NW		
	DL1			
	EA4			
Gainesville	DL1	EA		
	DL2	PI		
	EA1			
	PI1			
Homestead	GD			
Jacksonville	EA1	AA		
	PI1	AL		
		CO		
		DL		
		EA		
		PI		
		TW		
		UA		
Key West	EA1	EA		
		PI		
Lakeland	DL2			
Marathon	EA1			
Melbourne	DL2	AA		CO4
	EA1	CO		
	PI1	DL		
		EA		
Miami	4A	AA		ML
	BK	AL		ZO
	OF	BN		
	EA1	CO		
Downtown-C.R International-C.R.M.O Public Seaplane Base-C.R	GD	DL		
	HU	EA		
	PI1	NW		
	SZ	PA		
	WH	PI		
		TW		
		UA		
Naples	DL2	PI		
	EA1			
	PI1			
Orlando	2N	AA		BN4
	AL2	AL		ML
	CO5	BN		TZ
	DL2	CO		ZO
	EA1	DL		
	PI1	EA		
		NW		
		PA		
		PI		
		TW		
		UA		

	C/R	M	N	O
Panama City	CO5	NW		
	DL1			
	EA4			
Pensacola	CO5	CO		
	NW1	DL		
	PI1	EA		
		PI		
Saint Petersburg		AA		ZO
Sarasota/Bradenton	EA1	AA		CO4
	WH	BN		ZO
	YI	CO		
		DL		
		EA		
		NW		
		TW		
		UA		
Tallahassee	DL1	DL		
	DL2	EA		
	EA1	PI		
	EA4			
	PI1			
Tampa	CO5	AA		GM
	EA1	AL		ML
	PI1	BN		TZ
	WH	CO		YX
		DL		
		EA		
		NW		
		PA		
		PI		
		TW		
		UA		
Vero Beach	AL2			
West Palm Beach	2N	AA		ML
	DF	AL		ZO
	EA1	BN		
	PI1	CO		
	WH	DL		
		EA		
		NW		
		PI		
		TW		
		UA		
GEORGIA				
Albany	DL1			
	EA4			
Athens	PI3			
Atlanta	DL1	AA		ML
	EA4	AL		YX
	EA5	CO		
	HY	DL		
		EA		
		NW		
		PA		
		PI		
		TW		
		UA		
Augusta	DL1	DL		
	EA4	PI		
	PI3			
Brunswick	DL1			
Columbus	DL1	DL		
	EA4			
Macon	DL1			
	EA4			
Moultrie/Thomasville	EA5			
Savannah		AA		
		DL		
		EA		
		PI		
		UA		
Valdosta	DL1			

	C/R	M	N	O
HAWAII				
Hana	AQ1			
	WP			
Hilo	2L		AQ	
	CO3		HA	
	HO			
Honolulu	3R	AA	AQ	GM
	AQ1	CO	HA	
	CO3	DL		
	HO	NW		
	PV	PA		
	WP	TW		
		UA		
Hoolehua	3R		HA	
	AQ1			
	PV			
	WP			
Kahului	3R	AA	AQ	GM
	AQ1	CO	HA	
	CO3	DL		
	HO	UA		
	WP			
Kalaupapa	3R			
Kamuela	AQ1			
	WP			
Kauai Island	AQ1	UA	AQ	
	CO3		HA	
Lihue-C.R.M.N Princeville-C.R	HO			
	WP			
Kona	2L	UA	AQ	
	CO3		HA	
	HO			
Kopolua	2L		HA	
	AQ1			
	PV			
	WP			
Lanai City	3R		HA	
	AQ1			
	WP			
IDAHO				
Boise	AS1	CO	AS	
	EM	DL		
		UA		
Coeur D'Alene	EM			
Idaho Falls	AS1	AA		
	DL4	DL		
Lewiston	AS1			
	EM			
Pocatello	AS1			
	DL4			
Sun Valley	AS1			
Twin Falls	AS1			
	DL4			
ILLINOIS				
Bloomington	CO2			
	ML1			
	TW2			
Carbondale	DE			
Champaign	AL1	PI		
	CO2	TW		
	DL2			
	ML1			
	TW2			
Chicago	3A	AA		HP
	4Q	AL		HP
	AA4	BN		ML
	CO2	CO		WN
	IU	CO		
	ML1	DL		

	C/R	M	N	O
	ML2	EA		
	NW1	NW		
Meigs-C.R Midway-C.R.M.O O'Hare-C.R.M.N.O Pal-Waukee-C.R	QS	NW		
	TW1	PA		
	UA4	PI		
	UA6	TW		
	UO	TW		
	ZK	UA		
		UA		
Danville	CO2			
Decatur	CO2			
	TW2			
Galesburg	CO2			
Marion	NW1			
	TW2			
Mattoon	CO2			
Moline	AA4	NW		HP
	CO2	TW		
	EA6	UA		
	UA4			
Mount Vernon	DE			
Peoria	AA4	NW		
	CO2	TW		
	ML1	UA		
	TW1			
	UA4			
Peru	QS			
Quincy	CO2			
	TW2			
Rockford	NW1			
Springfield	AA4			
	CO2			
	ML1			
	TW1			
Sterling	QS			
INDIANA				
Bloomington	CO2			
Elkhart	ML2			
Evansville	AA5	AL		
	CO2	EA		
	DL2	PI		
	NW1			
	PI2			
	TW2			
Fort Wayne	AL1	AA		
	DL2	DL		
	PI2	NW		
	UA4	PI		
Indianapolis	AA5	AA		CO4
	AL1	AL		ML
	CO2	BN		TZ
	DL2	CO		ZO
	IU	DL		
	ML1	EA		
	NW1	NW		
	PI2	PA		
		PI		
		TW		
		UA		
Kokomo	UO			
Lafayette	CO2			
	DL2			
	PI2			
Muncie	CO2			
South Bend	AA4	NW		
	AL1	PI		
	CO2			
	DL2			
	ML1			
	TW2			
	UA4			
Terre Haute	AL1			
	CO2			

Passenger Service in North America

	C/R	M	N	O
IOWA				
Burlington	CO2			
	TW1			
Cedar Rapids	AA4	CO		HP
	CO2	NW		
	EA6	TW		
	JT	UA		
	NW1			
	UA4			
Clinton	QS			
Des Moines	EA6	AA		HP
	JT	CO		ML
	NW3	NW		
	ZK	TW		
		UA		
Dubuque	AA4			
	EA6			
	JT			
	ML2			
	WV			
Fort Dodge	NW1			
	ZK			
Mason City	NW1			
Ottumwa	ZK			
Sioux City	EA6	TW		HP
	NW1	UA		
Spencer	ZK			
Waterloo	AA4	TW		
	EA6			
	ML2			
	NW1			
	TW2			
	ZK			
KANSAS				
Dodge City	ZV			
Garden City	ZV			
Goodland	ZV			
Great Bend	EA6			
	ZV			
Hays	EA6			
	ZV			
Hutchinson	ZV			
Liberal	ZV			
Manhattan	BN2			
	EA6			
Parsons	ZV			
Salina	BN2			
	EA6			
Topeka	BN2			
	EA6			
Wichita	EA6	AA		HP
	ZV	AL		
		CO		
		NW		
		TW		
		UA		
KENTUCKY				
Elizabethtown	PI2			
Lexington	AA5	AL		
	AL1	DL		
	DL2	PI		
	EA4	TW		
	PI2			
	UA4			
Louisville	AL1	AA		ZO
	DL2	AL		
	PI2	BN		
		DL		
		EA		
		NW		

	C/R	M	N	O
		PI		
		TW		
		UA		
Owensboro	AL1			
	NW1			
Paducah	AA5			
	AL1			
	NW1			
	TW2			
LOUISIANA				
Alexandria	AA2			
	CO2			
	DL1			
	NW1			
	OQ			
Baton Rouge	OQ	AA		
		CO		
		DL		
		NW		
Fort Polk	OQ			
Lafayette	AA3	CO		
	CO2			
	DL1			
	OQ			
Lake Charles	AA3			
	CO2			
	OQ			
Monroe	AA3	DL		
	NW1			
	OQ			
New Orleans	CO5	AA		ML
	EC	AL		WN
	NT	CO		
	OQ	DL		
		EA		
		NW		
		PI		
		TW		
		UA		
Shreveport	AA2	AA		
	CO2	DL		
	OQ	NW		
MAINE				
Augusta	2V			
	DL3			
	EA1			
	QO			
Bangor	2V	DL		
	DL3	UA		
	EA1			
Bar Harbor	EA1			
Frenchville	2V			
Lewiston/Auburn	2V			
Portland	2V	AL		CO4
	DL3	CO		
	EA1	DL		
		UA		
Presque Isle	2V			
	DL3			
	EA1			
Rockland	EA1			
Waterville	EA1			
MARYLAND				
Baltimore	AA1	AA		HP
	AL5	AL		
	CO8	BN		
	DL3	CO		
	NQ	DL		
	PA1	EA		
	PI1	NW		

	C/R	M	N	O
	PI2	PI		
		TW		
		UA		
Cumberland	NQ			
Hagerstown	AL2			
	PI2			
Ocean City	NQ			
Salisbury	AL4			
	PI1			
	PI2			
MASSACHUSETTS				
Boston	2V	AA		ML
	5E	AL		YX
	AA6	CO		
	AL5	DL		
	AL6	EA		
	CO8	NW		
	DL3	PA		
	EA1	PI		
	EA3	TW		
	IN	UA		
	KF			
	PA1			
	PI1			
	PI4			
	RP			
	UX			
Boxborough	5E			
Burlington	5E			
Cambridge	5E			
Chicopee	7G			
Hyannis	8T			
	CO8			
	DL3			
	DV			
	UX			
Martha's Vineyard	8T			
	CO8			
	JO			
	UX			
Nantucket	8T			
	CO8			
	DL3			
	DV			
	UX			
	XQ			
New Bedford	CO8			
	IN			
	UX			
Plymouth	UX			
Provincetown	CO8			
Stow	5E			
Worcester	EA1	CO		
		PI		
MICHIGAN				
Alpena	NW2			
Benton Harbor	ML2			
Detroit	CO2	AA		GM
	DL2	AL		ML
	GS	BN		WN
	NW2	CO		
	PI2	DL		
		EA		
City-C/R		NW		
Wayne-C/R,M,O		PA		
		PI		
		TW		
		UA		
Escanaba	AA4			
Flint	AA4	PI		
	NW2			
	PI2			

	C/R	M	N	O
Grand Rapids	AA4	AA		
	DL2	AL		
	ML1	NW		
	NW1	PI		
		UA		
Hancock	MQ			
	NW2			
Iron Mountain	AA4			
Ironwood	NW2			
Jackson	NW2			
Kalamazoo	AA4	NW		
	DL2	PI		
	NW2			
	UA4			
Lansing	AA4	NW		
	DL2	PI		
	NW2			
	UA4			
Manistee	3A			
Marquette	AA4			
	MQ			
	NW2			
Menominee	3A			
	ZK			
Muskegon	AA4			
	ML1			
	NW2			
Pellston	AA4			
	NW2			
Saginaw	AA4	NW		
	NW2	UA		
Sault Sainte Marie	NW2			
Traverse City	4Q			
	AA4			
	ML1			
	NW2			
MINNESOTA				
Bemidji	CH			
	NW3			
Brainerd	NW3			
Duluth	NW1	NW		
Fairmont	ZK			
Grand Rapids	NW3			
Hibbing/Chisholm	NW1			
Inernational Falls	NW1			
Mankato	CH			
Marshall	WV			
Minneapolis	CH	AA		ML
	NW1	AL		
	NW2	BN		
	NW3	CO		
	WV	DL		
	ZK	EA		
		NW		
		PA		
		PI		
		TW		
		UA		
Rochester	NW3	NW		
		TW		
Thief River Falls	CH			
	NW3			
Worthington	CH			
MISSISSIPPI				
Columbus	AA5			
	DL1			
	NW1			
Greenville	NW1			
Gulfport	CO5	NW		
	EA4			

Source: January 1, 1988
ABC World Airways Guide

Key

C/R Commuter/Regional Air Carriers
M Major Air Carriers
N National Air Carriers
O Other Air Carriers

	C/R	M	N	O
Jackson	EC	AA		
	OQ	DL		
		NW		
		UA		
Laurel	DL1			
	NW1			
Meridian	AA5			
	DL1			
	NW1			
Tupelo	AA5			
	NW1			
MISSOURI				
Cape Girardeau	NW1			
	TW2			
Columbia	BN1			
	NW1			
	TW1			
Fort Leonard Wood	TW2			
	ZV			
Joplin	EA6			
	NW1			
	TW1			
Kansas City	BN1	AA		GM
	BN2	AL		ML
	EA6	BN		WN
		CO		
		DL		
		EA		
		NW		
		TW		
		UA		
Kirksville	BN1			
Saint Louis	DE	AA		WN
	DL2	AL		
	TW1	BN		
	TW2	CO		
		DL		
		EA		
		NW		
		PI		
		TW		
		UA		
Springfield	AA3	CO		HP
	EA6	TW		
	NW1			
	TW1			
	ZV			
MONTANA				
Billings	NW4	CO		
		DL		
		NW		
		UA		
Bozeman	NW4	CO		
		DL		
		NW		
Butte	NW4	DL		
Glasgow	NW4			
Glendive	NW4			
Great Falls	AS1	CO		
	NW4	DL		
		NW		
		UA		
Havre	GC			
	NW4			
Helena	AS1	DL		
	NW4			
Kalispell	AS1	DL		
	NW4			
Lewistown	NW4			
Miles City	NW4			
Missoula	AS1	CO		
	NW4	DL		
		NW		
Sidney	NW4			
Wolf Point	NW4			
NEBRASKA				
Alliance	8G			
Chadron	8G			
Columbus	BN1			
Grand Island	8G			
	BN1			
	EA6			
Hastings	8G			
Kearney	8G			
Lincoln	8G	CO		HP
McCook				
	EA6	TW		
	NW3	UA		
	8G			
Norfolk	BN1			
North Platte	8G			
	CO1			
Omaha	8G	AA		HP
	BN1	CO		ML
	EA6	DL		
	JT	EA		
	NW3	NW		
		TW		
		UA		
Scottsbluff	8G			
	CO1			
Sidney	8G			
NEVADA				
Elko	DL4			
Ely	DL4			
Las Vegas	AA7	AA	HA	GM
	DL4	BN	PS	HP
	HW	CO		JK
	LW	DL		ML
McCarren-C.R.M.N.O	TQ	EA		WN
North Air Terminal-C.R	UE	NW		
	YB	TW		
	YR	UA		
	YW			
Reno	AA7	AA	PS	HP
	DL4	CO		JK
	SI	DL		
		EA		
		NW		
		UA		
NEW HAMPSHIRE				
Keene	EA3			
Laconia	2V			
Lebanon	EA3			
Manchester	DL3	AL		
	EA3	UA		
	RP			
NEW JERSEY				
Atlantic City	7D			
	7G			
Boxie-C.R	AL7			
Pomona-C.R	JI			
Steel Pier-C.R	PI4			
Newark	AA1	AA		
	CO8	AL		
	DH	CO		
	EA3	DL		
	FH	EA		
	IV	NW		
	JO	PI		
	KF	TW		
	PA2	UA		
	PI2			
	PI4			
Princeton	IV			
Trenton	AL7			
	JO			
Wildwood	AL7			
NEW MEXICO				
Alamogordo	YV			
Albuquerque	YV	AA	PS	HP
	YW	CO		WN
	ZD	DL		
		EA		
		TW		
		UA		
Carlsbad	YV			
Clovis	YV			
Farmington	UA6			
	YV			
Gallup	YV			
Hobbs	YV			
Las Cruces	YV			
Los Alamos	ZD			
Roswell	YV			
Ruidoso	YV			
Silver City	YV			
Taos	YV			
NEW YORK				
Albany	2N	AA		CO4
	AA1	AL		
	AA6	EA		
	CO8	NW		
	DL3	PI		
	EA1	UA		
	EA3			
	FH			
	PA1			
	PI4			
Binghamton	AL4	AL		
	CO7	PI		
	CO8			
	PI4			
Buffalo	PI4	AA		
		AL		
		CO		
		EA		
		NW		
		PI		
		UA		
East Hampton	IN			
	XQ			
	YL			
Elmira/Corning	AL4	AL		
	PI4	PI		
Farmingdale	JI			
Fishers Island	XQ			
Garden City	HD			
Islip	AL6	AA		
	EA3	AL		
	PI1	CO		
		EA		
		PI		
Ithaca	AL4	AL		
	PI4	PI		
Jamestown	AL2			
Massena	PI4			
Monticello	2N			
New York	7D	AA		CO4
	AA6	AL		HP
	AL4	BN		MG
	AL5	CO		ML
	AL7	DL		TZ
	CO8	EA		YX
	DH	NW		
	DL3	PA		
	EA1	PI		
East 34th Street-C/R	EA3	TW		
East 60th Street-C/R	HD	UA		
Kennedy-C/R,M,O	IN			
LaGuardia-C/R,M,O	KF			
West 30th Street-C/R	PA1			
	PA2			
	PI4			
	RP			
	YL			
Ogdensburg	PI4			
Oneonta	KF			
Plattsburgh	PI4			
Poughkeepsie	AA6			
	DD			
	PI4			
Rochester	FH	AA		
	PA1	AL		
	PI4	CO		
		EA		
		NW		
		PI		
		UA		
Saranac Lake	PI4			
Syracuse	FH	AA		
	PA1	AL		
	PI4	CO		
		EA		
		NW		
		PI		
		TW		
		UA		
Utica	KF	PI		
	PI4			
Watertown	PI4			
White Plains	AA6	NW		
	AL4	UA		
	DL3			
	EA1			
	FH			
	PI1			
	PI2			
	PI4			
NORTH CAROLINA				
Asheville	AA1	PI		
	AA5			
	DL1			
	EA4			
	PI3			
Charlotte	PI1	AA		
	PI3	AL		
		DL		
		EA		
		PA		
		PI		
		TW		
		UA		
Fayetteville	AA1	AA		
	DL1	PI		
Greensboro	8R	AA		
	AA1	AL		
	WR	DL		
		EA		
		PI		
		UA		
Greenville	AA1			
	PI3			
Hickory	PI3			
Jacksonville	AA1	PI		
Kinston	PI3	PI		
New Bern	AA1			
	PI1			

Passenger Service in North America

	C/R	M	N	O
Raleigh/Durham	3L	AA		
	8R	AL		
	AA1	DL		
	PI3	EA		
	WR	PA		
		PI		
		TW		
		UA		
Rocky Mount	PI3			
Wilson				
Wilmington	3L	PI		
	AA1	UA		
	EA4			
	PI3			
Winston-Salem	PI3			
NORTH DAKOTA				
Bismarck	NW4	CO		
		DL		
		NW		
Devils Lake	NW3			
	XJ			
Fargo	NW3	CO		
		NW		
		UA		
Grand Forks	NW3	NW		
Jamestown	NW3			
Minot		CO		
		NW		
Williston	NW4			
OHIO				
Akron/Canton	AL2	AA		CO4
	CO7	BN		ZO
	DL2	EA		
	NW2	NW		
	PI2	PI		
		UA		
Cincinnati	AA5	AA		ZO
	DL2	AL		
	IU	BN		
		CO		
		DL		
		NW		
		PA		
		PI		
		TW		
		UA		
Cleveland	CO2	AA		ML
	DL2	AL		
	NW2	CO		
	PI2	DL		
		EA		
Burke Lakefront-C/R		NW		
Hopkins-C/R, M, N, O		PA		
		PI		
		TW		
		UA		
Columbus	AA1	AA		ML
	AA5	AL		ZO
	CO2	BN		
	DL2	CO		
	NW2	DL		
	PI2	EA		
	SX	NW		
	UA4	PI		
		TW		
		UA		
Dayton	AA5	AA		ZO
	DL2	AL		
	NW2	BN		
	PI2	DL		
		NW		
		PI		

	C/R	M	N	O
		TW		
		UA		
Toledo	CO2	AL		
	DL2	DL		
	NW2	PI		
	PI2	TW		
	UA4			
Youngstown	AL3			
	CO2			
	GS			
	NW2			
	UA4			
OKLAHOMA				
Altus	2U			
	BN3			
Enid	AD			
Lawton	AA3			
	DL1			
Mcalester	AD			
Oklahoma City		AA		JK
		CO		WN
		DL		
		EA		
		NW		
		TW		
		UA		
Ponca City	AD			
Tulsa	AD	AA		WN
	ZV	CO		
		DL		
		EA		
		NW		
		TW		
		UA		
OREGON				
Eugene	AS1	AA	PS	
	UA3	CO		
		UA		
Klamath Falls	AA7			
	AS1			
Medford	AS1	CO	PS	
	UA3	UA		
North Bend	AS1			
Pendleton	AS1			
Portland	AS1	AA	AS	HP
	UA2	CO	HA	JK
	UA3	DL	PS	
		EA		
		NW		
		TW		
		UA		
Redmond/Bend	AS1		PS	
	UA3			
Salem	AS1			
PENNSYLVANIA				
Allentown/	AL6	AL		
Bethlehem	CO8	EA		
	EA1	NW		
	PI1	UA		
	PI2			
Altoona	AL4			
Blue Bell	WQ			
Bradford	AL2			
Coatesville	2D			
Dubois	AL3			
Erie	CO2	AL		
	PI2	NW		
Franklin	AL3			
Harrisburg	AA1	AA		
	AL4	AL		
	EA1	TW		

	C/R	M	N	O
	PI1	UA		
	PI2			
	SX			
	UA4			
Johnstown	AL4			
Lancaster	AL6			
	EA1			
Latrobe	AL3			
Philadelphia	2D	AA		CO4
	AA1	AL		ML
	AA6	CO		
	AL4	DL		
	AL5	EA		
	AL6	NW		
	AL7	PI		
	CO7	TW		
	CO8	UA		
	DL3			
	EA1			
	EA3			
	PA1			
	PI2			
	PI4			
	UA4			
	WQ			
Pittsburgh	AL2	AA		
	AL3	AL		
	AL4	CO		
	AL6	DL		
	SX	EA		
		NW		
		PA		
		PI		
		TW		
		UA		
Reading	AL6			
	EA1			
State College	AL4			
Wilkes-Barre/	AL5	AL		
Scranton	EA1	EA		
	PI1			
	PI2			
	PI4			
Williamsport	AL4			
RHODE ISLAND				
Block Island	EJ			
	XQ			
Providence	AA6	AA		
	DL3	AL		
	JO	CO		
	PA1	EA		
	PI4	NW		
	UA4	PI		
		UA		
Westerly	EJ			
SOUTH CAROLINA				
Charleston		AA		
		DL		
		EA		
		PI		
		UA		
Columbia	EA4	AA		
	PI3	DL		
		EA		
		PI		
		UA		
Florence	EA5			
	PI1			
Greenville/	DL1	AA		
Spartanburg	EA4	AL		
	PI3	DL		
		EA		
		PI		

	C/R	M	N	O
Hilton Head	EA5			
Island	PI1			
Myrtle Beach	AA1	AL		
	DL1	PI		
	EA5			
SOUTH DAKOTA				
Aberdeen	NW3			
Brookings	NW3			
Huron	NW3			
Mitchell	NW3			
Pierre	CO1			
	NW3			
Rapid City	CO1	CO		
	UA6	DL		
		NW		
		UA		
Sioux Falls	NW3	CO		
		DL		
		NW		
		TW		
		UA		
Watertown	NW3			
Yankton	BN1			
	CT			
TENNESSEE				
Chattanooga	AA1	AA		
	DL2	DL		
	EA4	NW		
	HY	PI		
	PI3			
Clarksville	DE			
	NW1			
Jackson	NW1			
Knoxville	AA1	AL		CO4
	AA5	BN		ZO
	DL2	DL		
	EA4	NW		
	PI3	PI		
	TW2	UA		
	ZN			
Memphis	NW1	AA		
		AL		
		DL		
		NW		
		PI		
		TW		
		UA		
Nashville	AA5	AA		WN
	AL1	AL		ZO
	DL2	BN		
		DL		
		EA		
		NW		
		PA		
		PI		
		TW		
		UA		
Tri-Cities	AA1	AL		
	AA5	PI		
	DL1			
	DL2			
	EA4			
	PI1			
TEXAS				
Abilene	AA2			
	DL1			
Amarillo		AA		WN
		CO		
		DL		

Source: January 1, 1988
ABC World Airways Guide

Key

- **C/R** Commuter/Regional Air Carriers
- **M** Major Air Carriers
- **N** National Air Carriers
- **O** Other Air Carriers

	C/R	M	N	O
Austin		AA AL CO DL NW PA TW UA		HP WN
Beaumont/Port Arthur	AA3 CO2 DL1			
Brownwood	AD			
College Station	AA3 CO2 DL1			
Corpus Christi	CO2	AA CO		WN
Dallas/Fort Worth	AA2 AA3 AD BN3 DL1 UA6 YV	AA AL BN CO DL EA NW PA PI TW UA		ML WN YX
D FW Int'l-C,R,M,O Love Field-O Meacham-C,R				
Del Rio	6B			
El Paso		AA CO DL UA		HP WN
Harlingen		AA CO		WN
Houston	CO2 CO6 NE	AA AL CO DL EA NW PA PI TW UA		WN
Central Business Dist.-C,R Hobby-C,R,M,O Intercontinental-C,R,M,O Park Ten-C,R Westchase-C,R				
Killeen	AA3 DL1			
Laredo	AA2 CO2			
Longview	AA3 DL1 FY			
Lubbock		AA DL		HP WN
McAllen	6B	CO		
Midland/Odessa	DL1	AA CO		HP WN
Paris	AD			
San Angelo	AA3 DL1			
San Antonio	6B AA2	AA AL BN CO DL EA PA TW UA		WN
Temple	AD			
Texarkana	AA3 DL1			
Tyler	AA3 DL1 FY			
Victoria	CO2			
Waco	AA3 DL1			
Wichita Falls	AA3 DL1			
UTAH				
Cedar City	5A DL4			
Delta	5A			
Moab	5A			
Mount Pleasant	5A			
Nephi	5A			
Price	5A			
Provo	5A			
Richfield	5A			
Saint George	5A DL4			
Salina	5A			
Salt Lake City	5A AS1 DL4	AA CO DL EA NW PA TW UA		HP
Vernal	DL4			
VERMONT				
Burlington	DL3 EA1 PI4	AL CO PI UA		
Montpelier	EA3			
Rutland	EA3			
VIRGINIA				
Charlottesville	AA1 AL2 CO7 PI1 UA4	PI		
Danville	PI3			
Lynchburg	8R AA1 AL2 PI1 PI2	PI		
Manassas	CJ			
Newport News	AA1 AL5 PI1 UA4	AL		
Norfolk	AL6 CO7 PA3 PI1 UA4	AA AL CO DL EA PI TW UA		CO4
Richmond	8R AA1 AL6 PI1 UA4 WR	AA AL DL EA PI UA		
Roanoke	AA1 AL2 CO7 DL1 DL2 PI1	PI		
Staunton	PI2			
WASHINGTON				
Bellingham	AS1 UA2 YS		PS	
Eastsound	UA2			
Everett	UA2			
Friday Harbor	5K 7L UA2			
Lopez Island	7L			
Moses Lake	AS1			
Oak Harbor	HG			
Pasco	AS1 UA3	DL	PS	
Port Angeles	AS1 UA2			
Pullman/Moscow	AS1			
Roche Harbor	7L			
Rosario	7L			
Seattle	5K 7L AS1 HG PN UA2 UA3 YS	AA BN CO DL EA NW PA PI TW UA	AS HA PS	HP JK
International-C,R,M,N,O Lake Union-C,R				
Sequim	PN			
Spokane	AS1 NW4	CO DL NW UA	AS PS	JK
Walla Walla	AS1			
Wenatchee	AS1			
Westsound	7L			
Yakima	AS1 UA3		PS	
WEST VIRGINIA				
Beckley	PI3			
Bluefield	PI3			
Charleston	8R AA1 DL1 DL2 PI1 PI2 PI3 SX UA4 WR	AL PI UA		
Clarksburg	AL3 CO7			
Elkins	CO7			
Huntington	DL2 PI3 SX	AL PI		
Lewisburg	AL2 DL2 PI1			
Morgantown	AL3 CO7			
Parkersburg/ Marietta	AL3			
WISCONSIN				
Appleton	UA4	NW		YX
Eagle River	4Q			
Eau Claire	NW1	NW		
Green Bay	AA4 ML1	NW		
	NW1 UA4			
Janesville	8M			
La Crosse	AA4 UA4	NW		
Madison	AA4 ML1 UA4	NW TW UA		YX
Manitowoc	3A ZK			
Milwaukee	8M AA4 DL2 NW1 UA4	AA AL CO EA NW TW UA		YX
Minocqua	4Q			
Oshkosh	NW1 UA4			
Rhinelander	NW1 UA4			
Sturgeon Bay	3A ZK			
Wausau	AA4 IU NW3 UA4	NW		
WYOMING				
Casper	CO1 UA6	CO DL		
Cheyenne	CO1 UA6	CO		
Cody	UA6 YV			
Gillette	UA6			
Jackson	CO1 DL4 YV	AA DL		
Laramie	YV			
Riverton	CO1 YV			
Rock Springs	CO1 DL4	CO		
Sheridan	UA6			
Worland	YV			
PUERTO RICO				
Aguadilla				TZ
Culebra	FK			
Dorado	KW			
Fajardo	FK VI			
Mayaguez	AA8 EA4			
Ponce	AA8			
San Juan	3G AA8 EA4 FK	AA DL EA TW		
Isla Grande-C,R Marin International-C,R,M	IK KW OY QY VI ZP			
Vieques	FK KW VI			

Passenger Service in North America

	C/R	M	N	O
VIRGIN ISLANDS				
Saint Croix	3G	AA		ML
	AA8	EA		
	DQ	PA		
Alexander Hamilton-C/R,M,O	EA4			
Seaplane Base-C/R	IK			
	OY			
	VI			
Saint John	3G			
Saint Thomas	3G	AA		ML
	AA8	EA		
	EA4	PA		
	FK			
	IK			
Cyril E. King-C/R,M,O	KW			
Seaplane Base-C/R	OY			
	QY			
	VI			
	ZP			
BAHAMAS				
Bimini	BK			
International-C/R	DF			
North Seaplane Base-C/R				
Cat Cay	BK			
Freeport	DF	EA		
	DL2	PA		
	EA1	TW		
	WH			
George Town	DF			
	WH			
Governors Harbour	4A			
	DF			
	EA1			
	PI1			
	SZ			
	WH			
Marsh Harbour	2N			
	4A			
	DF			
	EA1			
	PI1			
	SZ			
	WH			
Nassau	BK	DL		BN4
	WH	EA		ML

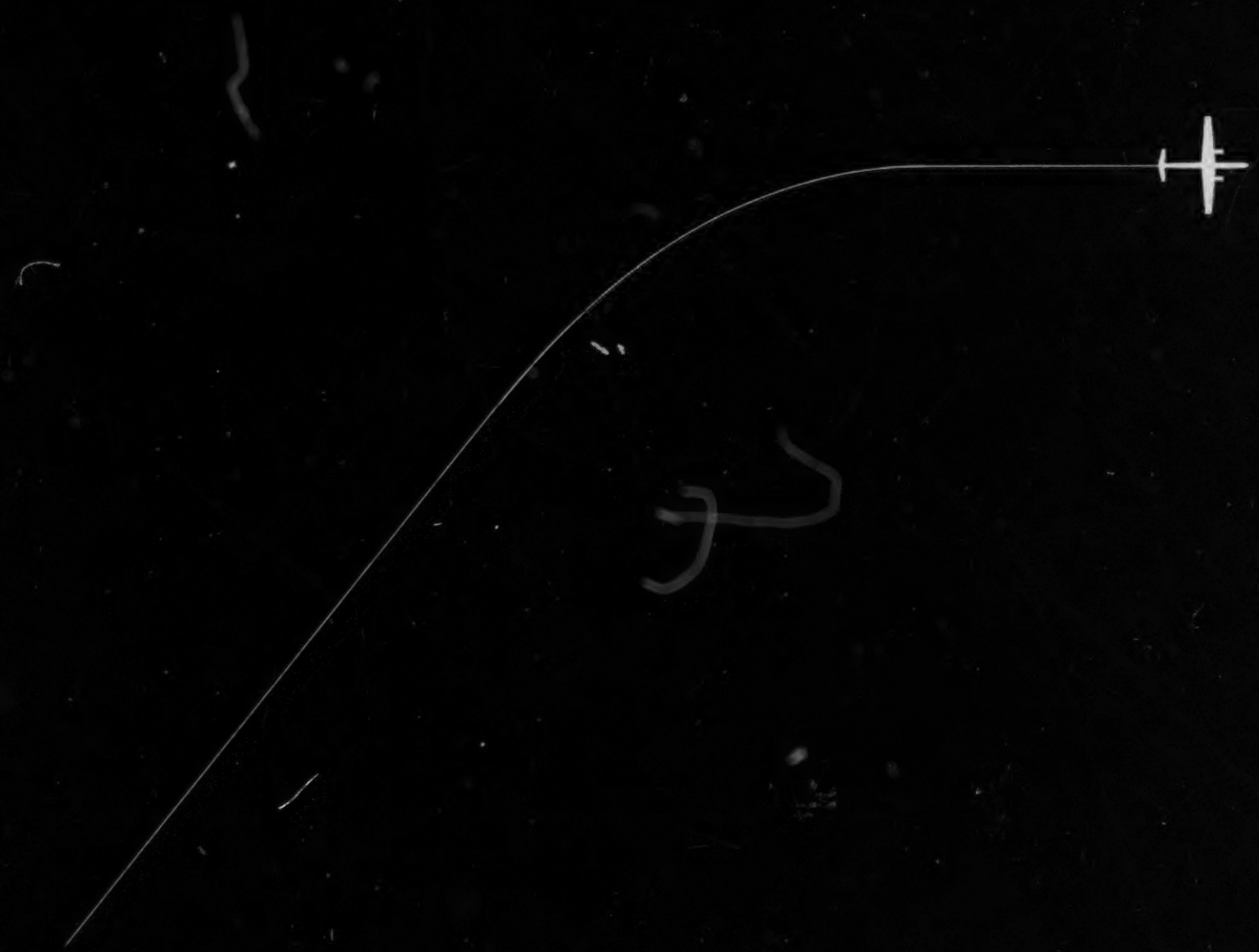
	C/R	M	N	O
International-C/R		PA		ZO
Paradise Island-C/R		PI		
		TW		
		UA		
North Eleuthera	4A			
	DF			
	EA1			
	PI1			
	SZ			
	WH			
Rock Sound	4A			
	DF			
	EA1			
	PI1			
	WH			
Treasure Cay	4A			
	DF			
	EA1			
	PI1			
	SZ			
	WH			
Walkers Cay	XW			
CANADA				
Dawson City	6M			
Halifax	EA1			
Hamilton	AL2			
London	CO2			
Montreal	DL3	AA		
	FH	AL		
		CO		
		DL		
		EA		
		NW		
		PI		
Ottawa		AL		
		CO		
		PI		
Saint John	EA1			
Toronto	DL2	AA		
	DL3	AL		
	FH	EA		
		NW		
		UA		
Vancouver	UA2	AA		
	YS	CO		
		DL		
		UA		

	C/R	M	N	O
Victoria	5K			
Inner Harbor-C/R	7L			
International-C/R	UA2			
Calgary		CO		HP
		DL		
		UA		
Edmonton		CO		HP
		DL		
		NW		
Winnipeg		NW		
MEXICO				
Acapulco		AA		
		CO		
		DL		
Cancun		AA		
		CO		
		NW		
		UA		
Chihuahua	6B			
Cozumel		AA		
		CO		
		UA		
Guadalajara		AA		
		CO		
		DL		
Ixtapa/ Zihuatanejo		CO		
		DL		
Mazatlan		DL		
Mexico City		AA		
		BN		
		CO		
		DL		
		PA		
Monterrey		CO		
Puerto Vallarta		AA		
		CO		
		DL		
		NW		
San Felipe	VL			
San Jose Del Cabo			PS	
CARIBBEAN				
Anguilla	AA8			
	DQ			

	C/R	M	N	O
Antigua		AA		
		EA		
Aruba		AA		
		EA		
Barbados		AA		
		EA		
		PA		
Beef Island	AA8			
	EA4			
Bermuda		AA		
		DL		
		EA		
		PA		
Curacao		AA		
		EA		
Dominica	IK			
Fort De France	AA8	EA		
Grand Cayman		EA		
		NW		
Grand Turk		PA		
Kingston		AA		
		EA		
La Romana	AA8			
Montego Bay		AA		
		EA		
		NW		
Nevis	DQ			
Pointe-a-Pitre	AA8	EA		
Port-au-Prince		AA		
		EA		
		PA		
Providenciales		PA		
Puerto Plata	AA8	AA		
		PA		
Saint Barthelemy	DQ			
	ZP			
Saint Kitts	AA8			
Saint Lucia		AA		
Saint Maarten	AA8			
Grand Case-C/R	ZP	EA		
Juliana-C/R,M		PA		
Santo Domingo	AA8	AA		
		EA		
		PA		
Tortola	3G			
Virgin Gorda	AA8			
	EA4			
	KW			

Source: January 1, 1988
ABC World Airways Guide

Regulations and Agreements



Regulations and Agreements

Regulations

Excerpts from the *Dot Guide to CAB Sunset*, January 1, 1985, updated for subsequent changes.

Licensing

Licensing functions are the responsibility of the Office of the Assistant Secretary for Policy and International Affairs. Ordinarily, the Assistant Secretary or his or her delegate will perform these functions for the Department, but the Secretary may exercise this authority in lieu of the Assistant Secretary. Staff actions are subject to review by the Assistant Secretary and ordinarily are effective ten days after the action is served.

For the licensing applications described below, the requirements for filing of documents, including number of copies to be filed, are specified in DOT procedural regulations, 14 CFR 302.3. Filing fees for these applications are specified in 14 CFR 389.

1. *Section 401 Certificates*

Each applicant for a section 401 certificate for scheduled or charter air transportation should file an application with the DOT Documentary Services Division (DSD) in the Office of the General Counsel. Separate applications for interstate/overseas and foreign authorities must be filed, with the required filing fees. There are basically three types of 401 certificate cases: (a) those requiring primarily a determination of fitness; (b) those requiring primarily a determination of public convenience and necessity (which includes international carrier selection cases); and (c) continuing fitness reviews under section 401(r).

(a) *Fitness Determinations:* To receive a section 401 certificate, a carrier must be found fit for the type of service it will provide. Applicants that have not been found fit previously or that are proposing substantial changes in operations (such as going from cargo to passenger service or charter to scheduled operations, or proposing the start up of service after a cessation of service) are required to establish their fitness to operate. Authority not used for one year is automatically revoked. After receiving a fitness application, the DSD will assign it a docket number, date it, and forward it to the Air Carrier Fitness Division of the Office of Aviation Analysis (room 6420, telephone 366-9721) for review and action. Within 21 days, this Division will

FAA Safety Requirements For Scheduled Regional Airlines

		Overall Operating Requirements			
		FAA Air Carrier Operating Certificate required	FAA approved operations & maintenance programs	Approved crew training & proficiency programs	Subject to FAA airline audit & surveillance procedures
Aircraft Type					
	Single Engine	●	●(1)	●(2)	●
	Multi Engine under 9	●	●(1)	●	●
	10–19	●	●	●	●
	20–30	●	●	●	●
	over 30	●	●	●	●
	Multi Engine under 9	●	●	●	●
	10–19	●	●	●	●
	20–30	●	●	●	●
	over 30	●	●	●	●
Jet	Multi Engine	●	●	●	●

Notes: (1) Required only for approved Aircraft Inspection Program.
(2) Not applicable to certificate holder using only one (1) pilot.
(3) Two pilots are not required for VFR or if autopilot is approved in lieu of second in command.

determine whether the application is complete. If it is not complete, the application will be rejected or the applicant will be notified and asked to provide further information to the DSD. After the application is complete, DOT will do one of the following:

(i) Issue a show cause order, through the DSD, tentatively finding the carrier fit and proposing to issue the requested certificate. The order will allow for objections to be filed. A final decision on the fitness application will be made within 180 days after the application is complete.

(ii) Institute formal proceedings before an administrative law judge in order to determine fitness. This course will be followed in cases where there is controversy concerning the applicant and where the case involves novel issues or where the facts are in dispute. In this event, a decision will be made according to the process applicable to formal proceedings (described in the section entitled "Formal Proceedings Requiring Oral Evidentiary Hearings").

(b) *Public Convenience and Necessity (PC&N) Determinations:* For carriers desiring to provide foreign air service, a determination of public convenience and necessity is required, in addition to the fitness finding described above. Applicants previously found fit and which hold certificates for operations comparable to those sought may file, with the DSD, applications for additional authority, amendments, alterations, modifications, and renewals of their 401 certificates. DSD will give each application a docket number, date it, and forward it to the Public Proceedings Division of the Office of Aviation Analysis (room 6415, telephone 366-2344) for review and action. Within 21 days, this Division will determine if the application is complete. If the application is not complete, the applicant will be notified and asked to provide the required information to the DSD. Within 90 days after the application is complete, a decision will be made to process the application in one of the following ways: (1) dismiss the application; (ii) handle it under simplified procedures without an oral evidentiary hearing; or (iii) institute a formal hearing case where, for example, a choice must be made between competing applications for limited-designation international route

Requirements keyed to size									
Meets part 135 operating rules	Meets Part 121 operating rules	Commercial/instrumented rated crew	Air Transport rated crew	2 pilots required	Airline-type "Continuous Airworthiness Maintenance Program"	All-weather equipped aircraft	Flight attendant required	Thunderstorm detection equipment or radar	Typical Aircraft
●		●				●			Cessna 206, Piper Cherokee 6
●		●	●	●(3)		●			B-N Islander, Cessna 402/404, Piper Navajo
●		●	●	●	●	●		●	deHavilland Heron, Beech 18
●		●	●	●	●	●	●	●	DC-3
	●	●	●	●	●	●	●	●	Martin 404, Convair 440
●		●	●			●			Beech KingAir
●		●	●	●	●	●		●	DHC-6, Beech 99, Fairchild Metro II
●		●	●	●	●	●	●	●	Nord 262, Shorts SD3 30, Embraer Brasilia
	●	●	●	●	●	●	●	●	Convair 580, Fokker F-27, DHC-7, Shorts 360
	●	●	●	●	●	●	●	●	Fokker F-28, BAe 146

authority (refer to the section on "Formal Proceedings Requiring Oral Evidentiary Hearings" for further information).

(c) *Continuing Fitness Reviews under Section 401(r):* U.S. certificated and commuter air carriers which do not institute service within one year of being found fit, or which cease operations for at least one year, will have their authority revoked and must undergo a new fitness determination before commencing operations. Carriers which cease service and wish to resume service before the expiration of one year must file new fitness data at least 45 days before recommencing service. Such carriers should contact the Chief, Special Authorities Division, Office of Aviation Analysis, to determine the data needed.

2. *U.S. Air Carrier All-Cargo Certificates under Section 418*

An applicant for a domestic all-cargo certificate under section 418 of the Federal Aviation Act should file an application with the Documentary Services Division (DSD) in the Office of General Counsel. The application will be given a docket number, dated, and forwarded to the Special Authorities Division of the Office of Aviation Analysis (room 6420, telephone 366-9721) for review and action. Within 14 working days, this Division will determine if the application is complete. If not complete, the applicant will be notified and asked to provide further information to the DSD. Once complete, a notice of the application will be published in the *Federal Register* and 21 days will be allowed for objections to a favorable fitness finding and issuance of the certificate.

3. *Commuter Air Carrier Fitness Determinations under Section 419*

Under section 419 of the Federal Aviation Act, commuter air carriers must be found fit to provide scheduled passenger service. Those wishing to establish a commuter air carrier service should file an application with the Special Authorities Division of the Office of Aviation Analysis (room 6420, telephone 366-9721). This office reviews the application to determine whether it is complete, and, where necessary, contact the applicant for additional information. When all required information is received, DOT will issue a show cause order, through the DSD, stating tentative findings and allowing 15 days for objections to be filed.

Prior to commencing operations, commuter air carriers must also have on file a registration form and an insurance certificate. See the later section on "Registrations and Insurance Monitoring" for more information on this requirement.

Commuter air carriers are also subject to the continuing fitness requirement of section 401(r) of the Federal Aviation Act. See the preceding section on "Continuing Fitness Reviews under Section 401(r)" for further information which applies to commuters.

4. *Registrations and Insurance Monitoring*

Prior to commencing operations, commuter air carriers must have on file a registration form (DOT Form OST F 4507, formerly CAB Form 298A) and an insurance certificate (for commuters, DOT Form OST F 4520, formerly CAB Form 205A) covering their proposed operations. These forms, as well as subsequent amendments and insurance filings, are to be filed directly with the Air Carrier Fitness Division of the Office of Aviation Analysis (room 6412, telephone 366-9721). If the registration form is properly filled out and the insurance certificate provides coverage for the service proposed, the Air Carrier Fitness Division will return an approved copy of the registration to the applicant. In the case of new commuter applicants, the registration to provide scheduled passenger service will be approved when the carrier's fitness has been determined. (See the earlier section on "Commuter Air Carrier Fitness Determinations).

Data Collection

Data collection and dissemination are the responsibility of the Research and Special Programs Administration, acting in cooperation with the Office of the Assistant Secretary for Policy and International Affairs.

1. *Air Carrier Accounting and Guidance*

Carriers receiving section 401 certificates and operating aircraft designed to have a maximum passenger capacity of more than 60 seats or a maximum payload capacity of more than 18,000 pounds or operating to a point outside the 50 states of the United States, the District of Columbia, Puerto Rico, or the U.S. Virgin Islands are required to comply with the "Uniform System of Accounts and Reports for Large Certificated Air Carriers." The Research and Special Programs Administration's Office of Aviation Information Management (OAIM) is responsible for accounting and related systems design and modification, as well as interpretation of the regulations. Inquiries regarding waivers from accounting regulations, proposed rulemakings or suggestions on new or revised rules should be directed to the Director of OAIM (room 4125, telephone 366-9059).

OAIM provides technical accounting expertise and guidance to air carriers and other Government agencies, including the Securities and Exchange Commission. The Data Requirements and Public Reports Division of OAIM also assists small air carriers participating in the Essential Air Service program, such as air taxi operators, who may elect to implement the "Voluntary Accounting System for Small Air Carriers" and new or growing certified carriers who may need assistance to familiarize themselves with the required accounting systems and related rules in the "Uniform System of Accounts and Reports for Large Certificated Air Carriers."

OAIM continuously evaluates the airline industry accounting systems and related rules and coordinates with the Office of Inspector General (OIG) on the need for audit assistance. Questions on accounting or reporting issues concerning the DOT aviation information data banks may be addressed to the Data Requirements and Public Reports Division of OAIM.

2. *Financial and Statistical Reporting*

Air carrier reporting requirements established by the CAB continue in effect until changed by DOT. Authority to main-

tain these rules and manage the aviation information program is delegated to the Administrator of the Research and Special Programs Administration (RSPA). Program operation is accomplished by RSPA's Office of Aviation Information Management (OAIM).

Petitions for rulemaking on reporting matters should be filed with the DOT Documentary Services Division (DSD) in the Office of General Counsel. The petition will be given a docket number, dated, and referred to OAIM for processing. Rules proposed and issued by OAIM will be docketed in the DSD.

Recurrent financial and statistical reports required by these rules should be addressed to:

Data Administration Division
DAI-20, Room 4125
Office of Aviation Information Management
Research and Special Programs Administration
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590
Telephone 202-366-4373

New reporting instructions, changes to existing instructions, interpretations of reporting instructions, or special reporting requirements for air carriers will be promulgated by OAIM. These instructions, as well as written requests for waivers, interpretations, extensions of filing dates, substitution of forms or formats, or confidential treatment of reports will be handled by the Director of OAIM.

Air carrier submissions will be reviewed for acceptability by the Data Administration Division of OAIM. This Division may contact air carriers concerning the form and/or substance of their reports.

Industry Agreements

Regional airlines have become full partners in the air transportation system. The use of common ticket stock; shared airport facilities; commingled reservation schedules; joint fares; and interline agreements for the handling of baggage, cargo, and other express freight allows regional airlines to provide an important part of a common system of air transportation. The agreements and services in which airlines participate are described here.

Three Digit Identification Code

Every airline which operates scheduled passenger and/or cargo services and interlines passengers and/or cargo with other airlines requires a three digit code. The code is printed as the first three digits of the airline's passenger traffic documents and cargo air waybill which then identifies that airline for interline accounting purposes.

Airlines with headquarters in the United States or its territories and possessions should request a form code from J. Zammar, Director, Revenue Accounting, Air Transport Association of America, 1709 New York Avenue, N.W., Washington, D.C. 20006. Phone 202-626-4000.

Airlines with headquarters outside the United States or its territories and possessions should request a form code from Dora Prokosh, Code Assignments Assistant, International Air Transport Association, 2000 Peel Street, Montreal, Quebec H3A 2R4. Telephone: 514-844-6311 ext 503.

For form codes assigned by the International Air Transport Association, there is an application fee of $150.

Airline Designators

Each airline which operates scheduled passenger and/or cargo services and publishes its schedules in industry schedule guides and each airline which participates in the airline communications networks (ARINC or SITA) needs an airline designator.

Airline designators are assigned and administered by the International Air Transport Association on behalf of the airline industry. There is a $500 application fee for each airline designator assigned.

To obtain an airline designator, U.S. based airlines should send their schedules to Laurie Bruzek, Industry Schedules Analysis, Official Airline Guides, Inc., 2000 Clearwater Drive, Oak Brook, Illinois 60521, Telephone 312-574-6000, and also should submit a copy of the airline's Department of Transportation fitness form approved by DOT and a check for $500 made payable to the International Air Transport Association.

Publishing Schedules

The flight schedules of passenger carrying airlines are published in the *Official Airline Guide* (OAG), the *ABC World Airways Guide*, and the *American Express Sky Guide;* and schedules of cargo carrying airlines are published in the *OAG Air Cargo Guide*, the *ABC Air Cargo Guide*, and *Hereford's Cargo Guide*.

There is no charge for publication of direct flight schedules and fares of commuter air carriers. However, there are editorial and possible costs for printing commuter/certificated connecting flights.

Passenger Interline Traffic Agreement

Members of the Air Traffic Conference of America (ATC) have established the ATC Interline Traffic Agreement—Passenger. All scheduled airlines may become parties to the Agreement. The Agreement becomes binding between parties upon execution of a concurrence.

The Agreement gives each airline party the right to sell transportation at the appropriate fares over the lines of other parties with which it has a concurrence, and to issue interline tickets providing for such transportation.

Parties are required to honor for transportation interline tickets calling for such transportation and issued by another party with which it has concurred. Where interline tickets have been issued under the Agreement, the originating airline agrees to check the passenger's baggage to final destination or first stopover point, and the down-line airlines agree to accept and transport such baggage.

There is a one-time application fee of $175 and an annual participation fee of $75. Contact Ms. Pat Freedman, Assistant Director, Passenger Services, Air Traffic Conference of America, 1709 New York Avenue, N.W., Washington, D.C. 20006, telephone 202-626-4220.

Interline Air Cargo Agreements

Interlining of air freight within the industry is an effective means of expanding your air freight services and providing extensive air freight coverage to your customers. The Air Transport Association of America has two specific air cargo agreements that are available to members of the Regional Airline Association. These agreements are:

- AIR FREIGHT PROCEDURES AGREEMENT and
- SMALL PACKAGE SHIPMENT AGREEMENT

Each are multi lateral agreements that prescribe uniform documents, labeling, and handling procedures for regular air freight and small package services. To participate in these agreements, there is a one-time application fee of $175 and an annual fee of $75.

Airlines interested in these interline cargo agreements should write to Mr. Richard S. Shreve, Assistant Director, Cargo Services, Air Transport Association of America, 1709 New York Avenue, N.W., Washington, D.C. 20006, telephone 202-626-4133.

IATA Interline Agreements—Passanger and Cargo

Airlines may participate in the International Air Transport Association's multilateral interline traffic agreements as nonmember carriers. Airlines are required to pay an annual participation fee based on their total revenue sales from the previous year or on an estimated revenue figure for the first year in the case of a new company. Contact Kendall C. Sanford, Senior Manager, Passenger Services, IATA, 2000 Peel ST., Montreal, PQ, Canada H3A 224, telephone 514-844-6311, ext. 503.

Universal Air Travel Plan

Begun in 1936, Universal Air Travel Plan travel card is one of the world's oldest credit cards.

During the early times, UATP covered U.S. domestic airlines only. On October 1, 1948, it became worldwide, when international routes were brought into the plan.

The UATP's Air Travel Card today is good for transportation on practically all the world's scheduled airlines flying domestic and global routes. Participating airlines now number more than 200.

Those desiring to subscribe to this airline credit service can contract through an individual airline by meeting the individual carrier's requirements. Thirty-two airlines, called "contracting airlines," are authorized to issue Air Travel Cards. The cards, however, are honored by the participating carriers. The contracting airline bills the subscriber on a monthly basis for all air transportation used, regardless of the number of airlines involved. Contact Charles Fisher, ATA, 1709 New York Ave., Washington, D.C., telephone 202-626-4224.

Standard Agent's Ticket and Area Settlement Plan

As the travel agency industry grew and as travel agents began to generate a larger proportion of airline tickets, a need arose for an efficient system of reporting and accounting for ticket sales. What emerged was the Standard Agent's Ticket and Area Settlement Plan. The plan's most important innovations were a standard ticket stock and a single source to which travel agents reported and accounted for airline ticket sales. Travel agents were issued supplies of standard ticket stock with no carrier identification. In issuing a ticket, the agent fills in the name of the airline on which the seat is being sold. Every week the travel agent forwards reports of tickets sold to a designated bank in their area.

The agent receives a computerized sales report from the area bank for each reporting period. The sales report provides important data on each ticket issued as well as statistical summaries for the entire reporting period.

Travel Agents Commission

The commission paid to travel agents was deregulated in June 1980. Airlines are free to set the commission they pay to travel agents. The Air Traffic Conference has set up a procedure for settling interline service charges at a periodically determined commission rate in the Interline Settlement of Agent Issued Documents Agreement. Airlines may contract with any organization to sell on-line tickets.

Airline Clearing House

The Airline Clearing House is a corporation, wholly owned by 25 ATA member airlines, through which the interline accounts of airlines, certificated and commuter, are settled on a net basis each month. Regional airlines, by participating as associate members, are able to realize all the billing and clearance benefits without the necessity of purchasing stock in the corporation.

Each member air carrier submits a recap sheet each month to Chase Manhattan Bank showing accounts due from every other member, covering both passenger and freight.

The bank nets these accounts and notifies each airline of their net debit or credit position in the Clearing House. Flight coupons and air bills are sent to the appropriate airline for a follow-up audit with an opportunity for subsequent Clearing House adjustments.

Each participating carrier is requested to maintain an account at the Chase Manhattan Bank, New York. The Chase Manhattan Bank performs the clearing functions without charge. The cost of such items as printing, postage, bulletin correspondence and maintenance of the Manual of Procedures is nominal. Reimbursement for such costs are billed to all members and associate members on an annual basis.

When making application as an associate member, commuters are required to have interline agreements with at least one member or associate member of the Clearing House. Contact: J. Zammar, Airline Clearinghouse, 1709 New York Ave, Washington, D.C. 20006, telephone 202-626-4142.

Airline Publishing Company

The Airline Tariff Publishing Company (ATPCO), wholly owned by thirty-five certificated air carriers, is employed by the airlines to publish and distribute fares and cargo rates to the travel industry. Some of the ATPCO publications include a joint fares tariff, commuter local fares tariff, commuter airline cargo local rules and rates, small package rates, and the Air Cargo Memorandum Tariff. ATPCO distributes these tariffs to travel agents, airline rate desks, and other companies in the travel business. Contact: Dan Mingledorff, Airline Tariff Publishing Company, Dulles Airport, PO Box 17415, Washington, D.C. 20041, telephone: 703-471-7510

Air Cargo, Inc.

Air Cargo, Inc., is a service organization owned by the scheduled airlines of the United States. Air Cargo, Inc.'s complete system or airline/airfreight services involves three distinct areas: local air freight pickup and delivery, and loading and unloading.

Airlines may contract for the services of Air Cargo, Inc. as an associate member. Each associate member pays an annual membership fee.

Aeronautical Radio, Inc.

Aeronautical Radio, Inc., more familiarly known as ARINC, is dedicated to serving the communications needs of the air transport community. The company's services, once used almost exclusively by major U.S. airlines, are employed by a variety of corporation, government agencies and domestic and foreign carriers, ranging in size from major trunks to commuter air carriers. ARINC's services continue to be provided on a not-for-profit basis as was the case when the company was incorporated in 1929.

ARINC is dedicated to providing communications needs of all aircraft operators within the United States. Advanced technology, high quality service, cost-based charges and longstanding relationships with the regulatory bodies and the aviation community are some of the benefits provided by ARINC. Contact: Sunny M. Perry, Jr., Director Customer Services, ARINC, 2551 Riva Road, Annapolis, Maryland 21401, telephone 301-858-4000.

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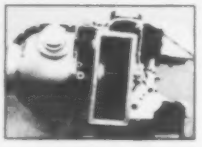

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Annual Report, Mailing Lists Available

While all airline and associate members receive complimentary copies of the RAA Regional/Commuter Industry Annual Report, it is convenient to have extra copies. The form below may be used to order additional copies of the 1988 Annual Report.

In addition, the same form can be used to order copies of the RAA airline and associate member mailing lists.

Copies of the Annual Report are available to RAA members for $15 each, including postage. With orders of 5 copies or more, the price is $10 per issue. The price per report for non-members is $45. The member mailing lists can be purchased for $50 each.

All Orders must be prepaid.

Quantity	Title	Cost
_____	1988 RAA Annual Report	$15.00 each
	(orders of 5 or more)	$10.00 each
_____	1988 RAA Annual Report (non-members)	$45.00 each
_____	Airline Member Mailing List	$50.00 each
_____	Associate Member Mailing List	$50.00 each

REGIONAL AIRLINE ASSOCIATION ORDER FORM

Please return this form, along with a check or money order to:

Regional Airline Association
1101 Connecticut Avenue, N.W.
Suite 700
Washington, D.C. 20036

_____

_____

_____

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Regulatory Audit Procedures

The Regional Airline Association has developed a "how-to" Regulatory Audit Procedures document that contains "step-by-step" procedures which permit *scheduled* air carriers operating under FAR's Part 121 and/or Part 135 to implement and conduct a "self-auditing, inspection" program. This comprehensive 400 page document was written by professional operations and maintenance experts who have conducted more than 30 regulatory audits in the last 4 years. It is divided into three separate sections and contains three appendices. The three sections cover management, operations and airworthiness concerns. FAR regulatory references and evaluation techniques are provided for each of the operations and airworthiness subjects. The three appendices contain:

- 6 operations checklists
- 45 FAA Action Notices
- 90 FAA Policy Letters

This is a one of a kind document, which the RAA will keep current through an annual revision service.

Supplies are limited and orders will be filled on a first come, first served basis.

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_____ Annual Revision Service
_____ Total Enclosed

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Suite 700
Washington, DC 20036

Name/Title _____

Company _____

Address _____

City/State/Zip _____

ALL ORDERS MUST BE PREPAID. Please make your check payable to the Regional Airline Association.

Advertising Index

Aerospatiale	46
Airwork	48
Alpha Aviation	62
Atlantic Aviation	86
Aviation Office of America	107
Aviparts	129
Beech	64
Bendix	61
British Aerospace	14-15
Castleberry Instruments	132
Commuter Regional Airline News	63
deHavilland	16
Dornier	27
Embraer	28
Fairchild	Cover 2
FlightSafety	87
Fokker USA	4-5
Garrett	6
Interavia	88
Pacific Propeller	131
PATS	125
PLM Transportation	128
Pratt & Whitney	26
Rockwell Collins	47
Saab	2
Shorts	Cover 4
Turbomach	Cover 3

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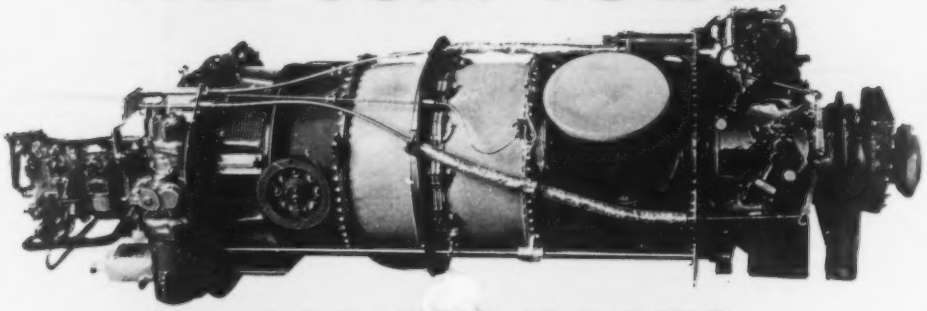
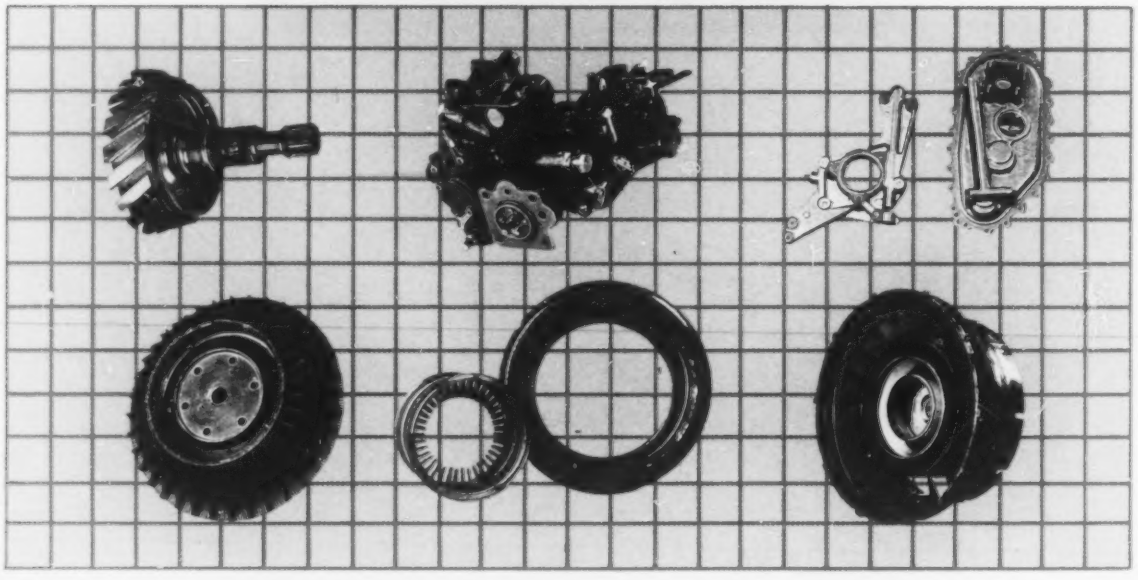


OR ALL ITS PARTS.



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I. Company Name _____

Address _____

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☐ We are applying for regular membership, non-operating category. We expect to begin scheduled passenger and/or cargo service on _____(date).

Our official representative to RAA shall be:

Name _____ Title _____

For correspondence purposes please list names of following personnel:

President _____

Director of Operations _____

Director of Maintenance _____

Secretary/Treasurer _____

Director of Marketing _____

II. When did your company first commence air carrier operations on a scheduled basis in the carriage of passengers _____, Cargo_____, Mail_____?

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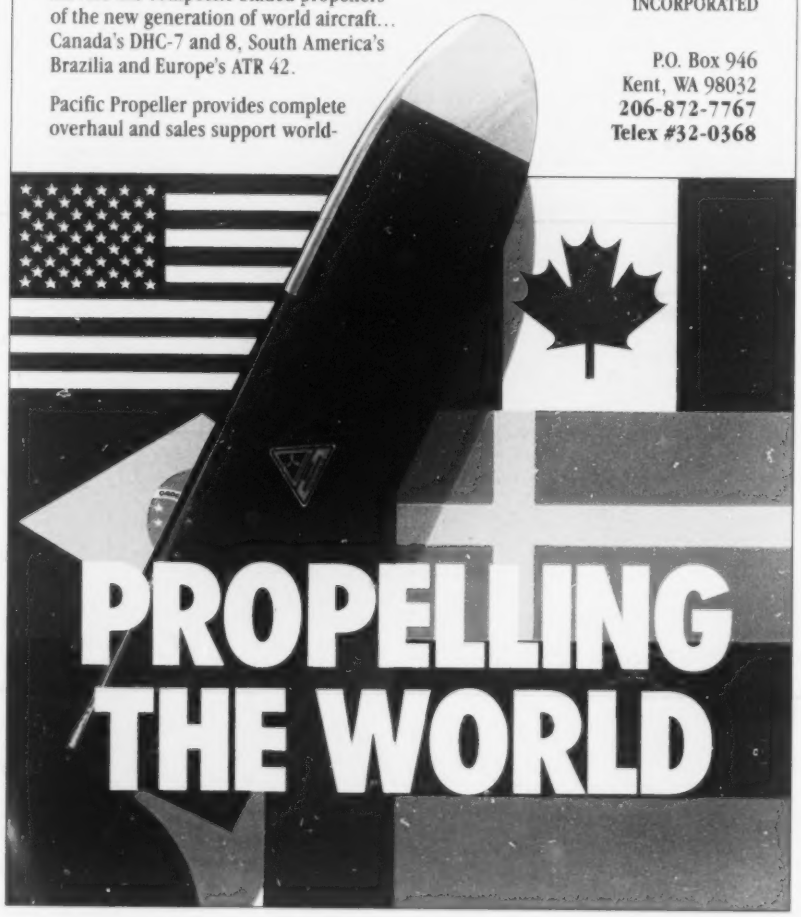

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